

**SUMMARY OF  
REGIONAL PUBLIC MEETINGS  
FEBRUARY, 2003**

# **LOUISIANA STATEWIDE TRANSPORTATION PLAN**

**PREPARED FOR**



**LOUISIANA  
DEPARTMENT OF TRANSPORTATION  
AND DEVELOPMENT**

**PREPARED BY**



**ENGINEERS  
PLANNERS  
ECONOMISTS**

**Wilbur Smith Associates**

**WILBUR SMITH ASSOCIATES TEAM**



## **TABLE OF CONTENTS**

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- 1. Summary of Meetings**
- 2. Meeting Handout and Presentation**
- 3. Meeting Advertisements**
- 4. Meeting Attendees**
- 5. Written Comments**

**Section 1**  
Summary of Meetings



## SUMMARY OF MEETINGS

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In July 2000, the Louisiana Department of Transportation and Development (LDOTD) initiated an update to the state's long-range multi-modal transportation plan. The Louisiana Statewide Transportation Plan (LSTP) includes policies, programs and projects that are needed to improve existing and future transportation conditions throughout Louisiana, as well as strengthen the state's economy and improve the quality of life for its citizens. The LSTP addresses the movement of people and freight across all modes of transportation.

The update to the LSTP included an extensive public outreach program including two Statewide Conferences, establishment and meetings with the Louisiana Investment in Infrastructure and Economic Prosperity (LIIEP) Commission and Advisory Councils for each transportation mode, newsletters, a project website, and the regional public meetings summarized in this document.

### **Purpose of Meetings**

The regional public meetings were part of LDOTD's extensive outreach program to present the preliminary results of the LSTP and to provide local and regional governmental agencies and stakeholders throughout the state an opportunity to comment on the transportation needs in their respective areas. Regional public meetings were conducted in the state's nine metropolitan areas during the month of February 2003.

### **Public Meeting Format**

Preliminary findings and recommendations of the LSTP were presented by Dr. Eric Kalivoda, LDOTD and Butch Babineaux, Wilbur Smith Associates. The presentation, as well as a meeting hand-out, included an overview and background of the LSTP and its preliminary findings and recommendations for each mode of transportation. A copy of the meeting hand-out and PowerPoint presentation is provided in Section 2.

Following the presentation, meeting attendees were given an opportunity to state their comments regarding the draft Plan. Display boards of key project findings and recommendations were available for review by meeting attendees and facilitated one-on-one discussions with the Study Team.

### **Public Meeting Locations**

The regional public meetings were conducted in the following locations:

#### **Tuesday, February 11, 2003**

Clifton Chenier Center  
Lafayette, Louisiana

#### **Wednesday, February 12, 2003**

Pineville City Hall  
Pineville, Louisiana

#### **Thursday, February 13, 2003**

St. Tammany Council Chambers  
Mandeville, Louisiana



**Tuesday, February 18, 2003**

East Bank Jefferson Parish Library  
Metairie, Louisiana

**Wednesday, February 19, 2003**

Lake Charles Civic Center  
Lake Charles, Louisiana

**Thursday, February 20**

DOTD Maintenance Unit Office  
Gray, Louisiana

**Tuesday, February 25, 2003**

Bluebonnet Library  
Baton Rouge, Louisiana

**Wednesday, February 26, 2003**

Monroe City Hall  
Monroe, Louisiana

**Thursday, February 27, 2003**

Shreveport Fire Fighter's Museum  
Shreveport, Louisiana

The regional public meetings were advertised in the Official Parish Journals for the areas in which the meetings were held. Local governments also advertised the meetings through their standard meeting notification procedures. News releases/advertisements are provided in Section 3.

Attendees at the regional public meetings were informed that copies of the draft Plan Report were located at all public libraries throughout the state, LDOTD District offices and on the project website.

**Public Meeting Attendance**

A total of 343 persons attended the nine regional meetings. Meeting attendees included elected officials, LDOTD staff, representatives of local and regional governments, Chambers of Commerce and local organizations, citizens, and other transportation stakeholders. The number of meeting attendees by location follows:

Lafayette – 40 persons  
Pineville/Alexandria – 32 persons  
Mandeville – 26 persons  
Metairie/New Orleans – 22 persons  
Lake Charles – 30 persons  
Gray/Houma – 40 persons  
Baton Rouge – 78 persons  
Monroe – 27 persons  
Shreveport – 48 persons

Sign-in sheets for the meetings are provided in Section 4.

## **Summary of Meeting Comments**

Over 40 persons made verbal comments at the regional public meetings. Public comments by meeting location are provided below.

### Lafayette

- The Mayor of Crowley, Isabella L. dela Houssaye, stated that she is very pleased with the Plan and it was time to improve the state's transportation system. It is critical that the state secures the additional funding needed to implement the recommended transportation improvements, which is extremely important for economic development.
- Mr. Luther Arceneaux, a member of the area Citizen's Advisory Committee, expressed his disappointment with the limited number of "mega" highway improvements in the Lafayette region. "It doesn't appear that the Acadiana Parishes are getting their fair share of highway improvements."
- Mr. Doug Roberts, Chairman of the Lafayette TAC, was concerned that State Police is still receiving approximately \$40 million/year from the state's Transportation Trust Fund for their operations, which was supposed to be a one-time occurrence in 1999. Funding of State Police activities should be provided through the General Fund. The shifting of this money back to the Transportation Trust Fund would provide additional funding for needed transportation improvements in the state.
- Mr. Don Bertrand, Chairman of the Lafayette TPC, requested clarification and additional information regarding the Plan's recommendation to allow governmental agencies the authority to adopt a local option gas tax. It was indicated that all monies generated by a local gas tax would be used for funding transportation improvements in the respective region. The respective regions, not the state, would be responsible for adopting and administering the program. Additionally, the local option gas tax would be applied at the pump and not at the rack (i.e. the wholesale level) as is being done for the state fuels tax.
- The Chairman of the Lafayette TPC also expressed concern regarding the recommendation for the state transferring the operations and maintenance of some 5,000 miles of its current highways to local governments. It was indicated that the state would only transfer relatively low volume facilities that currently function as a city or parish type street rather than a state highway.
- Revenues from truck registration fees should be included in the Transportation Trust Fund (not the General Trust Fund as is currently being done) and used for needed transportation improvements. This is an issue with the trucking industry and needs to be resolved before any increases in truck registration fees would be supported.
- The Plan should indicate examples of how the additional \$250 million in state revenues (Funding Scenario 2) could be generated.

### Pineville/Alexandria

- State Representative Monica Walker complimented the Plan's detail and thoroughness. She inquired about the possibility of the region receiving higher priority for highway improvements should the area (particularly Avoyelles Parish) take the initiative to encourage implementation of the "Sugarcane Train" to New Iberia, which would reduce the number of trucks on area highways. She was also hopeful that the Plan's inclusion of LA 28 as a high priority (Priority A) would encourage the federal government to keep Fort Pork open. She

also indicated that the amount of highway improvements in rural areas should be proportional to the state's total population in rural areas.

- The Plan is well done and an impressive effort. It was requested that the section of LA 8 between US 171 and the Sabine River be included in Priority C of the “mega” highway improvements contingent upon Texas constructing a 4-lane highway to the border. This will eliminate a gap in the proposed Gulf Coast Strategic Highway and show Texas that the state of Louisiana will respond if they implement their proposed improvements to the Texas/Louisiana state line.
- It was requested that the Priority 1 section of US 84/LA 6 included in the El Camino Corridor Master Plan be included in Priority C of the mega projects. The El Camino Coalition is trying to get this highway designated as a “high priority corridor” in the next federal transportation bill.
- State legislators need to be educated regarding the state's transportation needs and should also be trained and take a leadership role in implementing non-highway improvements such as passenger rail. The state cannot build its way out of highway congestion. A public transportation spine is needed with good connectors.
- The state should think “out-of-the-box” and wisely use available funds. Need to implement transportation improvements that provides the “biggest bang for the buck”.
- Taxpayers want to know an accurate construction letting date for highway improvements. Taxpayers also want to see better built roads even at the expense of not building additional highway facilities.
- LA 1200 and LA 28 West need to be improved. The Plan includes too many non-highway improvements. More maintenance should go to rural highways. Also, objects to jurisdictional transfer of state highways to local governments, who can not afford to maintain what they have now.
- A question was raised regarding the Plan being updated. Yes, the Plan will require amendments as warranted.
- The inclusion of the LA 117 mega project in Priorities C and D of the Plan is appreciated. Sponsors of this highway improvement are hoping to receive some federal earmarked funds to assist with its implementation.

#### Mandeville

- There is an infrastructure deficiency crisis in St. Tammany Parish as well as the Florida Parishes. The highway system is grossly overloaded and will continue to get worse with the projected growth in the area. The area doesn't appear to get its fair share in highway improvements as compared to its population growth and actual improvement needs.
- The Mayor of Covington, Keith Villere, requested that the LDOTD consider giving “bonus points” and higher priority for implementation of highway improvements to areas that perform proper planning and manage growth. He also indicated that LDOTD should consider design/build to expedite construction of projects in a more cost effective manner.
- State Representative Ben Nevers recommended the LSTP include the widening of I-12 between I-55 and LA 21 to eliminate the gap that would result when the sections to the west and east are widened. The state needs to figure out how it can begin maintaining the some 6,000 miles of non-federal aid highways that are not being resurfaced due to the lack of state funding. He is also pleased to see the TIMED projects in the Plan especially LA 3241.
- A question was posed regarding the cost to implement Revenue Scenario 2 of the Plan and example funding sources. Dr. Kalivoda, LDOTD, stated that if the motor fuels tax was raised to generate the additional \$250 million per year in state revenues assumed for Scenario 2, it

would cost the average driver about \$5/month. The local option gas tax is another potential funding source to raise additional revenues for needed highway improvements.

#### Metairie/New Orleans

- The Plan should place more emphasis on the “human factor” particularly when considering safety, quality of life, the disadvantaged, etc. Also, consideration should be given to moving people on the significant amount of waterways in Louisiana, especially in rural areas. Examples of this transportation mode include ferries and water taxis. Passenger water transportation could be used for emergency evacuation also.
- Plaquemines Parish President Benny Roussell supports the Plan and replacement of the Bell Chase Tunnel. He also indicated that the Peters Road improvement is a critical intermodal connector and should be considered in Priority A or B of the “mega” projects.
- Mr. Jim Harvey with the New Orleans Regional Planning Commission (RPC) complimented the Plan and its development being based on sound technical analyses. He also thanked the LDOTD for the Plan’s extensive public outreach program and truly inclusive planning process. He requested that the Plan give a higher profile and better emphasize the importance of implementing intermodal connectors such as the Peters Road and Almonaster Avenue Bridge improvements.

#### Lake Charles

- There is a desperate need for a highway/railroad grade separation (overpass or underpass) on Sampson Street in Westlake. Existing traffic volumes on Sampson Street are approximately 34,000 vehicles per day with train traffic estimated at 25 to 30 trains per day. This existing highway/railroad grade crossing is a serious congestion and safety problem for everyday travel as well as for emergency evacuation.
- The significant number of highway/railroad grade crossings in Westlake and all of West Calcasieu Parish is a regional problem. They cause a serious impediment to efficient traffic flow, safety, emergency evacuation, air pollution and economic development.
- The proposed Calcasieu River Ship Channel expansion should include sheet piling to prevent erosion of adjacent property.
- There is a lack of limited access highways in the north-south direction in the region. I-49 is the only such route and more are needed further west. Also, consideration should be given to constructing bypasses around the small towns along US 171 such as Deridder and Leesville to alleviate current delays experienced by traffic traveling through these areas.
- LDOTD should emphasize the serious needs in this region to state legislators. In addition to the area needs mentioned by previous speakers, more interchanges are needed along I-10 between Sulphur and the Texas state line.

#### Houma

- Hopefully LDOTD will soon advise Louisiana’s congressional delegation of the state’s significant transportation needs so they can aggressively secure additional federal funds.
- The recognition of the N-S Hurricane Evacuation Route as a high priority in the Plan is appreciated but the people of the Houma region are extremely disappointed that the LDOTD has still not provided the needed funds to complete the Environmental Impact Statement (EIS) or Environmental Assessment (EA) for this important highway improvement, which is a critical safety need for the region. State funds to complete the required environmental documentation for this highway has been promised by LDOTD several times over the past



couple years, but to date nothing has been done. The region can not wait any longer for this highway improvement.

- A two-lane N-S Hurricane Evacuation Route as included in the Plan is inadequate. This critical emergency evacuation route should be a four-lane facility. Due to its critical safety need, this highway improvement should be considered more important than many of the other “mega” highway improvements included in the high priority program.
- State Senator Reggie Dupre indicated that state funds (capital outlay bonds) have been committed for the connector between the Gramercy/Wallace Bridge and LA 3127. Consideration should be given to using these funds as soft match for federal funds for implementation of the N-S Hurricane Evacuation Route. Additionally, truck registration fees are currently deposited in the state’s general fund but should be used for needed transportation improvements throughout the state, including the preservation of approximately 6,000 rural highways that are not being maintained by LDOTD at this time due to the lack of state funding. Legislation is being drafted that would allow truck registration fees to be gradually shifted to the Transportation Trust Fund and used for needed highway improvements and maintenance.

#### Baton Rouge

- Baton Rouge needs a bypass. I-10 is a major bottleneck and has become a commuter highway. The I-10 Washington Street exit ramp should be removed. Other regional highway improvements such as those planned along US 61 and LA 15 will funnel more traffic into the Baton Rouge area and they should be connected to a bypass not to I-10. Funding for the bypass should be with federal and state funds and not tolls.
- Against the widening of I-10. The results of this Plan confirmed that congestion will remain on I-10 even with its proposed widening. The widening of I-10 and the Baton Rouge Bypass will negatively impact adjacent neighborhoods and communities.
- State Representative Mike Futrell indicated the importance of developing this long-range transportation plan for the state and that Baton Rouge definitely needs a bypass. However, he doesn’t agree with the proposed bypass alignment as shown on the public meeting display board which extends through established communities such as Denham Springs. The bypass alignment should be further north of Baton Rouge and Denham Springs. The bypass should be funded by tolls as it is unrealistic to believe the area would get the estimated \$800 million construction cost from state and/or federal funds. He suggested that no alignment be shown in the Plan report.
- Mayor Bobby Simpson of Baton Rouge indicated that the TPC/TAC will have their next meeting on March 18 and they will discuss the Plan’s recommendations and provide LDOTD with written comments.
- The public meeting should be held at a better time to allow more public to attend.
- Highway improvements should consider and minimize impacts to the area’s natural environmental and habitat.

#### Monroe

- Many of the proposed mega highway improvements fail to comply with the Constitution and environmental related laws. The public is entitled to highways that are environmentally sound, safe and efficient.
- The proposed Garrett Road and Nutland Row improvements are extremely important to northeast Louisiana and the community is awaiting answers from LDOTD so these projects can move forward.

**Shreveport**

- State Representative Cedric B. Glover requested confirmation that the statewide travel demand model assumed construction of I-49 north to Kansas City and that the adoption of a local option gas tax would be a local decision. He also requested that the Plan include the widening of I-20 east of the Red River through the Bossier City area in lieu of the recommended I-20 widening between the Texas State line and LA 3132. It was also confirmed that the LA 173 widening from I-220 to the Kansas City Southern (KCS) railroad intermodal terminal as well as the proposed extension of LA 3132 to the Port of Shreveport would be an eligible project for the recommended Intermodal Access Program.
- A letter regarding highway improvement needs in the Shreveport/Bossier City region and alternative funding sources was read.

Written comments received during and following the regional public meetings are included in Section 5.

## **Section 2**

### **Meeting Handout and Presentation**

**“Draft Statewide Transportation Plan”**

**Presented by**

**Eric Kalivoda, LDOTD**

**Butch Babineaux, Wilbur Smith Associates**



# LOUISIANA STATEWIDE TRANSPORTATION PLAN

## Overview



## Four Revenue Scenarios

- 1A = Baseline – Do Nothing
- 1B = Inflation Adjustments in Years 11 & 21
- 2 = Adds \$250 Million in Year 1 (State) – Adjust for Inflation in Years 11 & 21
- 3 = Adds \$150 Million in Year 1 (Federal Highway); proportionate increase in Federal Transit Funds + Scenario 2





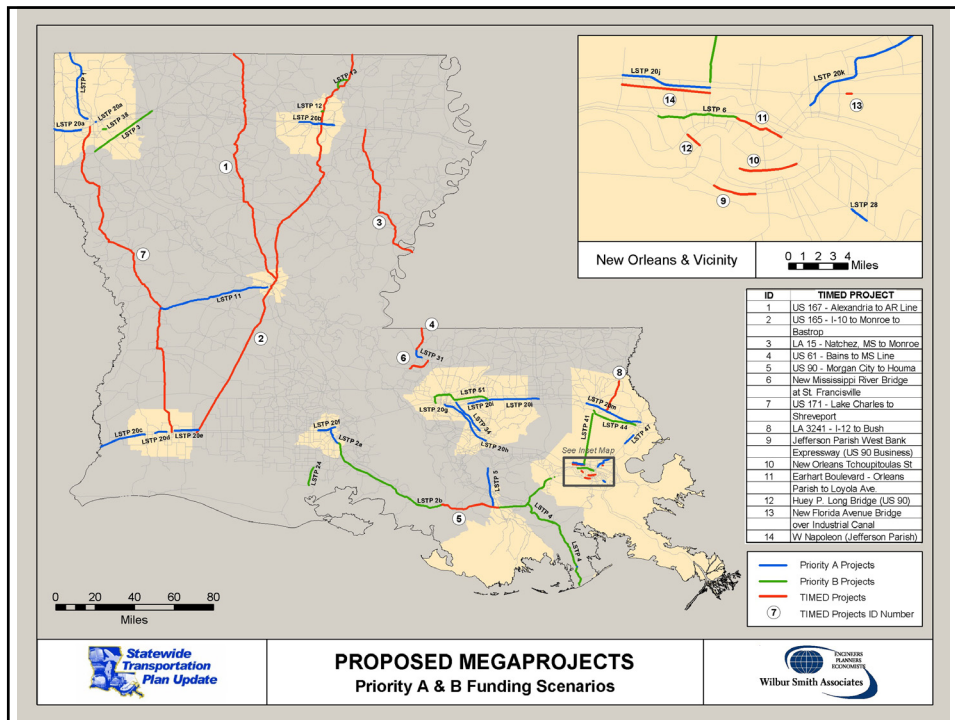
## Statewide Benefits - Scenario 2

- Greatly enhanced pavement and bridge condition – important for travel but also quality of life.
- Double amount spent on highway safety – will help prevent tragedies and lower insurance rates
- More money for operations – deploy ITS, better signal equipment, better signs, improved Rest Areas, address more locations where roads flood
- Improve airports, ports, and transit services statewide



## Statewide Benefits - Scenario 2 (continued)

- New program to enhance access to ports, airports, etc.
- Modest but important program for railroad investment
- New program to build overpasses/underpasses at major highway/railroad crossings
- Programs to market Louisiana ports and airports to attract additional business and additional air service



## Statewide Transportation Plan Update



### What's at stake?

The policies, programs, and projects in the Louisiana Statewide Transportation Plan are intended to:

- Support the wealth-building industries and employment that we already have;
- Strengthen our foundation for economic growth;
- Take advantage of opportunities in international trade;
- Enhance the quality of life for Louisiana citizens; and
- Send the message that our state is progressive.



# **LOUISIANA STATEWIDE TRANSPORTATION PLAN**

## **Comprehensive Review**



## **Update of the Louisiana Statewide Transportation Plan**

- Louisiana's first statewide, multimodal transportation plan was adopted in 1996
- An update of this Plan began in July 2000 with a conference in New Orleans
- Update duration = July 2000 – March 2003
- Horizon year = 2030
- Economic growth for the state is a major focus



## Update of the Louisiana Statewide Transportation Plan

- Addresses both freight and passenger transport
- Includes all modes of transportation:
  - highways
  - aviation
  - railroads
  - trucking
  - intermodal
  - ports & waterways
  - surface passenger
  - bicycle & pedestrian
  - public transit
  - ITS



## Update of the Louisiana Statewide Transportation Plan

- Includes extensive outreach:
- 2 Transportation Conferences
  - Website [www.lastateplan.org](http://www.lastateplan.org)
  - Newsletters
  - 8 Advisory Councils
  - 9 Regional Public Meetings
  - Review & comment period on the draft plan





## **Update of the Louisiana Statewide Transportation Plan**

### **Advisory Councils**

- 1. Aviation**
- 2. Freight Railroad**
- 3. Intelligent Transportation Systems (ITS)**
- 4. Ports & Waterways**
- 5. Regional Planning Officials**
- 6. Surface Passenger (passenger rail, bus)**
- 7. Trucking**
- 8. Intermodal**



## **Update of the Louisiana Statewide Transportation Plan**

- Policy Commission in place to make final decisions based upon Advisory Council recommendations.**
- Act 437 enacted in 2001 created the “Louisiana Investment in Infrastructure for Economic Prosperity (LIIEP) Commission”**



## **Update of the Louisiana Statewide Transportation Plan**

### **LIIEP Policy Commission – 13 Members**

- Governor
- Assistant Chief of Staff – Office of the Governor
- DOTD Secretary – *Commission Chair*
- Commissioner of Administration
- DED Secretary
- President of the Senate
- Speaker of the House
- Senate Transportation Committee Chair
- House Transportation Committee Chair
- Senate Commerce Committee Chair
- House Commerce Committee Chair
- 2 Business Representatives appointed by Governor

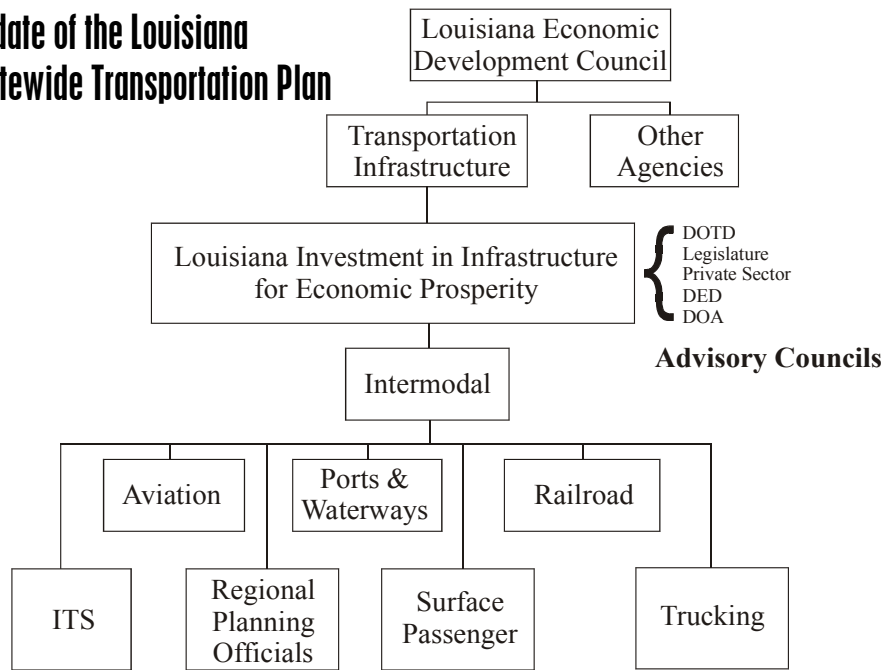


## **Update of the Louisiana Statewide Transportation Plan**

### **LIIEP Commission Functions:**

- Serve as Policy Committee for the update of the Statewide Transportation Plan
- Serve as the advocate for funding for transportation infrastructure & services critical to economic growth in Louisiana
- Oversee and guide implementation of the Plan

## Update of the Louisiana Statewide Transportation Plan



### Statewide Transportation Plan Update



## Update of the Louisiana Statewide Transportation Plan

### Mission

To Develop a long-range, statewide, multimodal transportation plan that:

- ✓ Meets the goals and objectives approved by the LIIEP Commission
- ✓ Addresses the planning factors in TEA-21
- ✓ Addresses the applicable benchmarks in *Louisiana: Vision 2020*



*Draft*  
**Louisiana Statewide Transportation Plan**



**Financing**



## Terms

- **\$ GROSS** = Real Dollars
- **\$ BASE** = Net Present Value in 2002
- **TAKE-DOWNS** = Revenues / Expenses Excluded



## Four Revenue Scenarios

- **1A** = Baseline
- **1B** = Adjustments in Year 11 & 21
- **2** = Adds \$250 Million in Year 1 (State)
- **3** = Adds \$150 Million in Year 1 (Federal Highway); proportionate increase in Federal Transit Funds





## Scenario “Take-Downs”

➤ TIMED Funds	=	\$4.55 B
➤ Self-Generating	=	\$1.66 B
➤ DOTD Operations	=	(varies)
➤ FTA	=	\$2.82 B
➤ State Aviation	=	\$176 M
➤ Transfers	=	\$4.72 B



## Scenario 1A Revenues (Existing Revenues, No Adjustment for Inflation)

➤ Gross Federal & State Highway	=	\$21.54 B
➤ Base Highway	=	\$12.96 B



## Scenario 1B Revenues

(Existing Revenues, Adjusted for Inflation Every 10 Years)

➤ Gross Federal & State Highway	=	\$26.52 B
➤ Base Highway	=	\$15.73 B
➤ Increase (in Highway) Over 1A	=	\$2.77 B (Base)



## Scenario 2 Revenues

(\$250M Increase in Year 1, Adjusted for Inflation Every 10 Years)

➤ 1B Gross Highway	=	\$26.52 B
+ ▲ State (Highway)	=	\$7.10 B
+ ▲ State (Non-Highway)	=	\$2.65 B
= Base Highway	=	\$21.08 B
= Base Non-Highway	=	\$1.58 B
➤ Increase (Highway) Over 1B	=	\$5.35 B (Base)
➤ Increase (Non-Highway) Over 1B	=	\$1.58 B (Base)



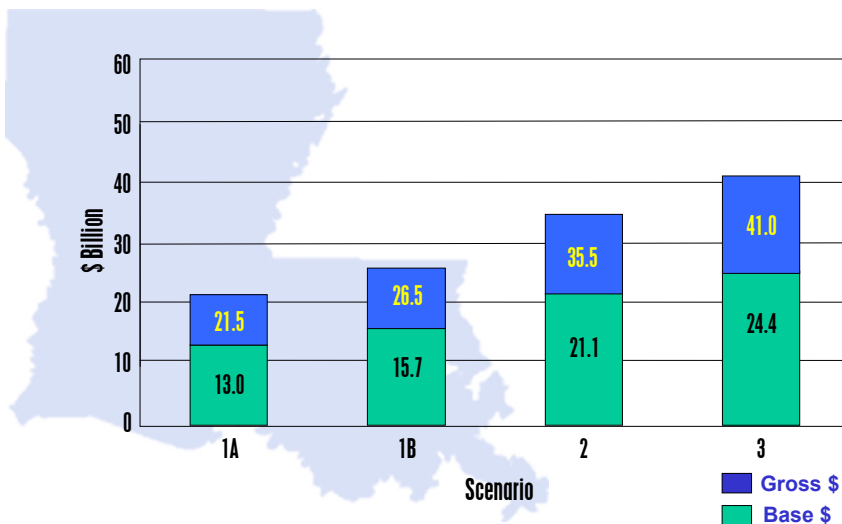
## Scenario 3 Revenues

(\$150M Increase in Year 1 [Federal], Adjusted for Inflation Every 10 Years)

➤ Scenario 2 Gross Highway + Non-Highway	=	\$38.21 B
+ ▲ Gross Federal Highway	=	\$5.57 B
+ ▲ Gross Federal Transit	=	\$167 M
+ ▲ Base Federal Transit	=	\$94 M
= Base Highway (State + Federal)	=	\$24.45 B
= Base Non-Highway (State)	=	\$1.58 B
➤ Increase (in Highway) Over Scenario 2	=	\$3.37 B (Base)
➤ Increase (Non-Highway) Over Scenario 2	=	\$0



## Highway Funding Summary





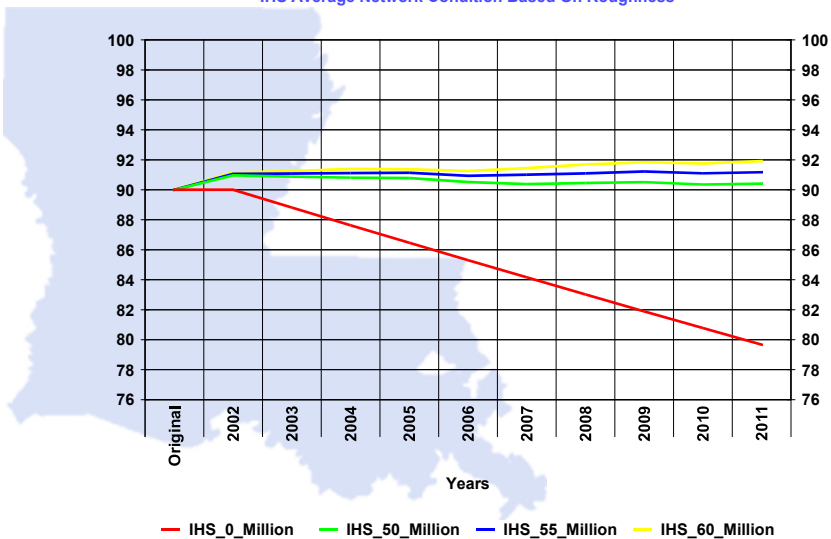
## Highway Needs: Pavement Preservation & Rehabilitation



## Highway Needs Pavement Preservation & Rehabilitation – Interstate



IHS Average Network Condition Based On Roughness



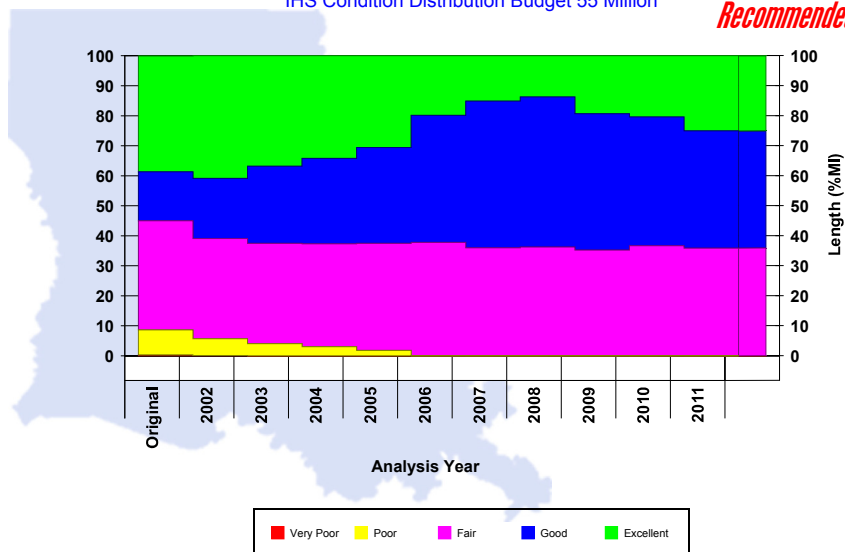


## Highway Needs Pavement Preservation & Rehabilitation – Interstate



IHS Condition Distribution Budget 55 Million

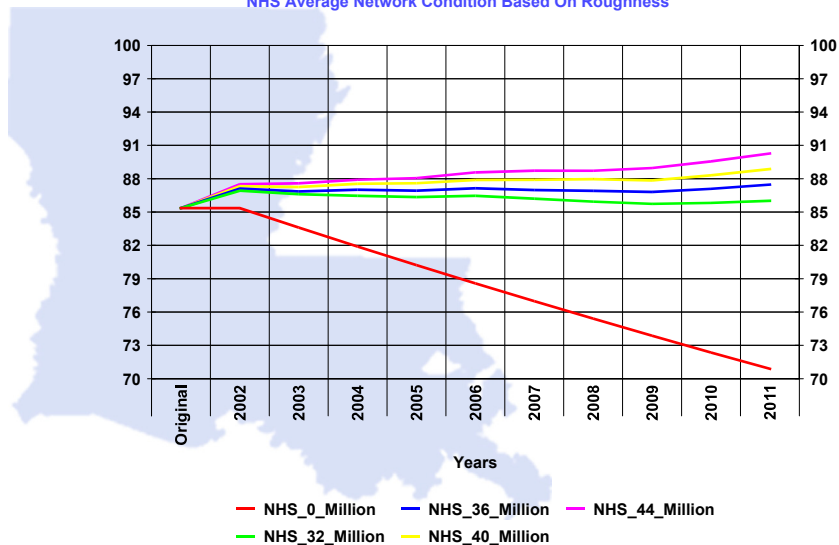
*Recommended*



## Highway Needs Pavement Preservation & Rehabilitation – NHS



NHS Average Network Condition Based On Roughness



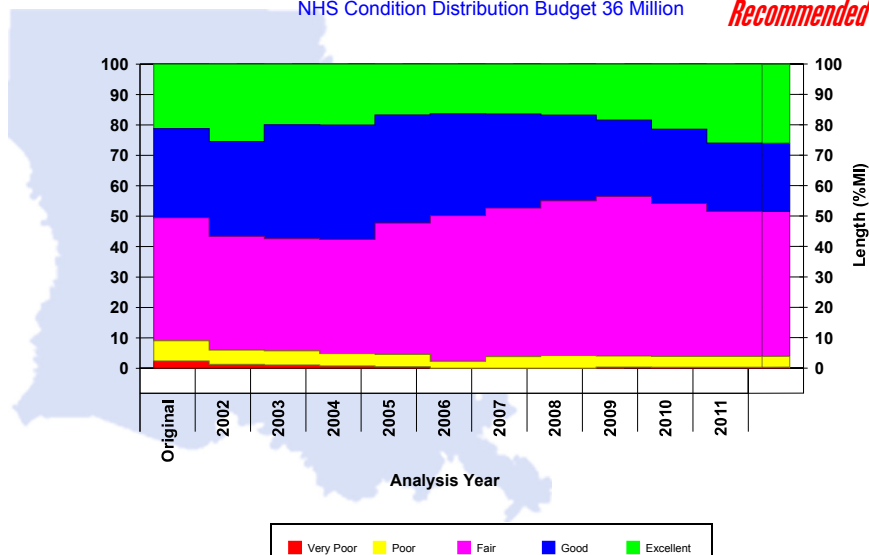


## Highway Needs Pavement Preservation & Rehabilitation – NHS



NHS Condition Distribution Budget 36 Million

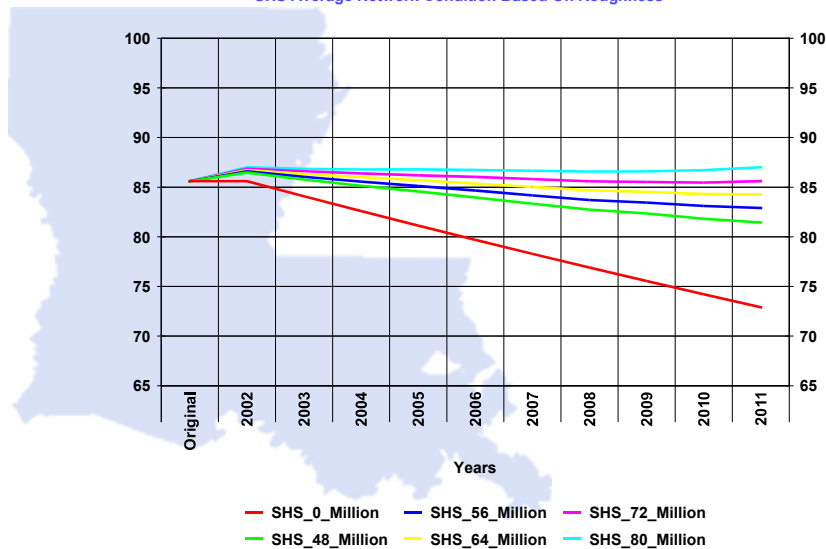
*Recommended*



## Highway Needs Pavement Preservation & Rehabilitation – SHS



SHS Average Network Condition Based On Roughness



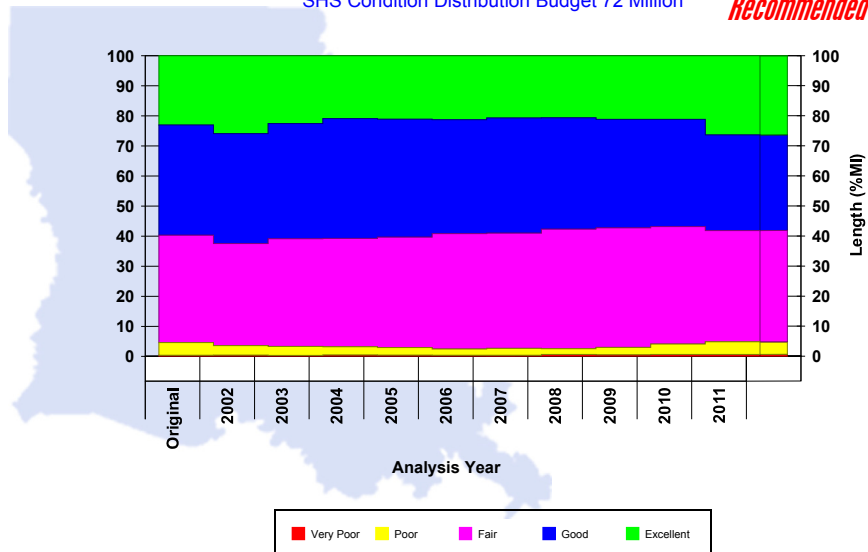


## Highway Needs Pavement Preservation & Rehabilitation – SHS



SHS Condition Distribution Budget 72 Million

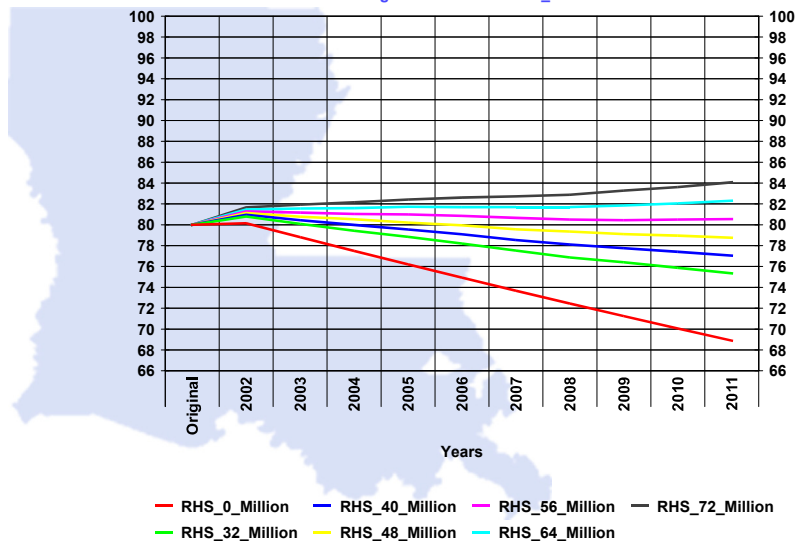
*Recommended*



## Highway Needs Pavement Preservation & Rehabilitation – RHS



Average Condition For RHS\_ONLY

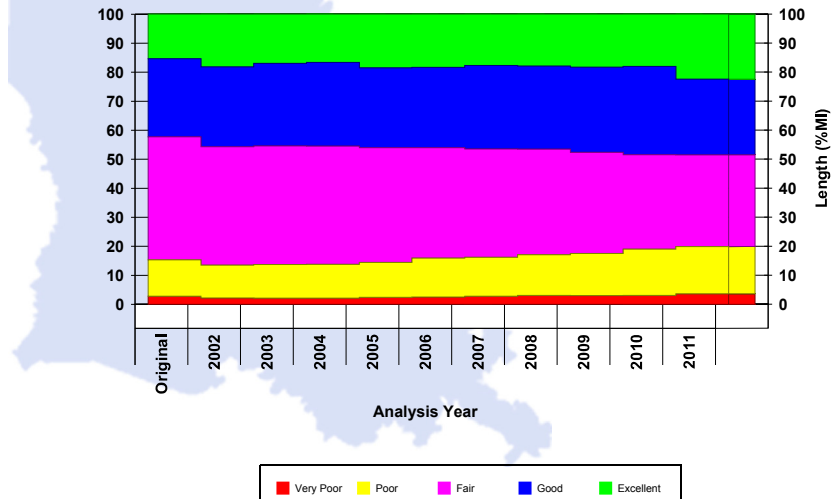






RHS Condition Distribution Budget 56 Million

*Recommended*



## Pavement Preservation and Rehabilitation Needs Summary

➤ Interstate System	\$55 M/year
➤ National Highway System	\$36 M/year
➤ State Highway System	\$72 M/year
➤ Regional Highway System	\$56 M/year
<b>TOTAL Pavement Rehabilitation Needs</b>	<b>\$219 M/year</b>
<b>Current Budget</b>	<b>\$150 M/year</b>

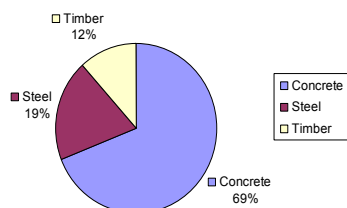


## Highway Needs: Bridge Preservation & Rehabilitation

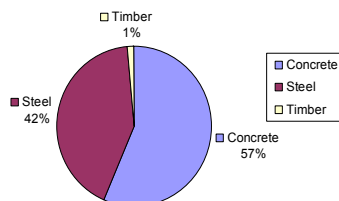


## Year 2000 On-System Structure Inventory

Percentage of Bridges by Category  
In Year 2000  
7,075 Total Bridges (Culverts Excluded)

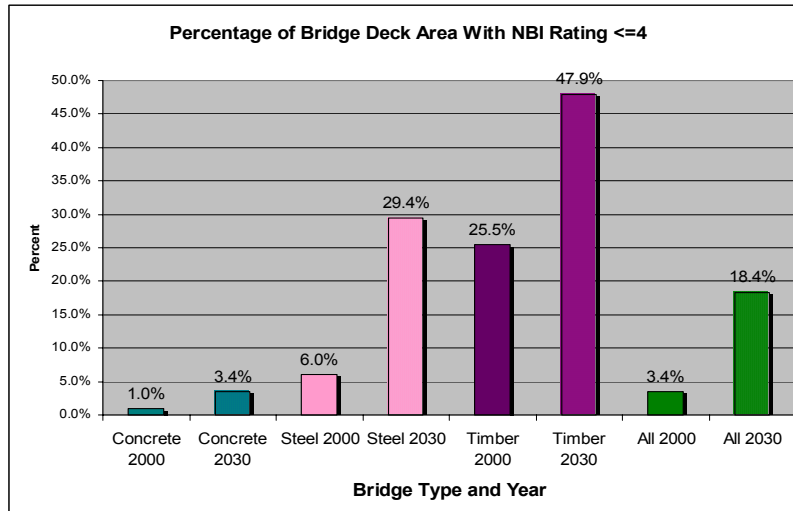


Percentage of Deck Areas by Category  
In Year 2000  
129,120,000 ft<sup>2</sup> Total Deck Area (Culverts Excluded)





## Bridges in Poor Condition: Current / Projected to Year 2030 (No Additional Funding)



## Historical Federal Bridge Funding

AVERAGE FBRON FUNDING		
7/91 through 06/02		
Jul-01	Jun-02	\$ 34,063,000
Jul-00	Jun-01	\$ 69,071,000
Jul-99	Jun-00	\$ 123,295,000
Jul-98	Jun-99	\$ 35,626,000
Jul-97	Jun-98	\$ 50,788,000
Jul-96	Jun-97	\$ 28,770,000
Jul-95	Jun-96	\$ 45,737,000
Jul-94	Jun-95	\$ 79,224,000
Jul-93	Jun-94	\$ 6,269,000
Jul-92	Jun-93	\$ 39,975,000
Jul-91	Jun-92	\$ 19,283,000
Average		\$ 48,373,000



## **Required Budget to Maintain Current Level of Service for On-System Bridges**

Historical Budget	\$48 Million
Additional Required	\$32 Million
Average Required	<b>\$80 Million</b>



**Highway Needs:  
Safety**

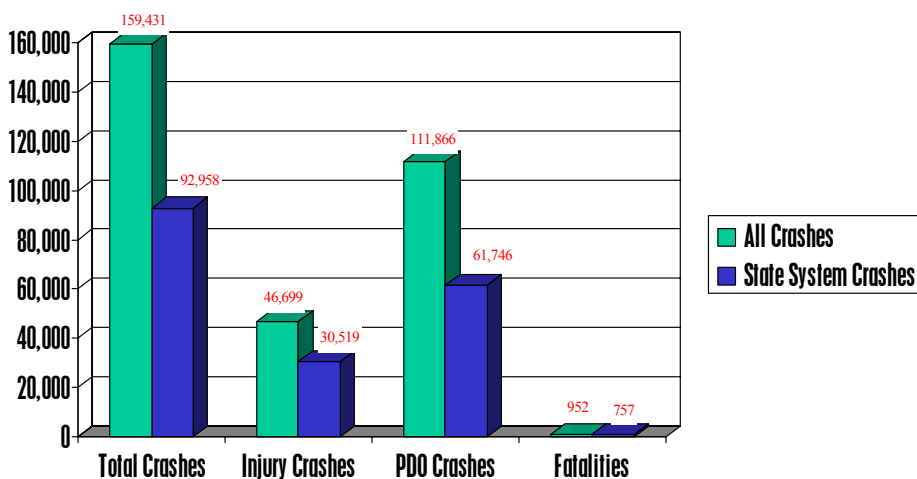


### 2001 Traffic Crash Facts State-Maintained System

- 92,958 total crashes
- 693 fatal crashes – 765 fatalities  
(Fatality rate is 3<sup>rd</sup> highest in the US)
- 30,519 injury crashes – 53,433 injuries
- 61,746 property damage only crashes



### Crashes: Total vs. State System (2001)

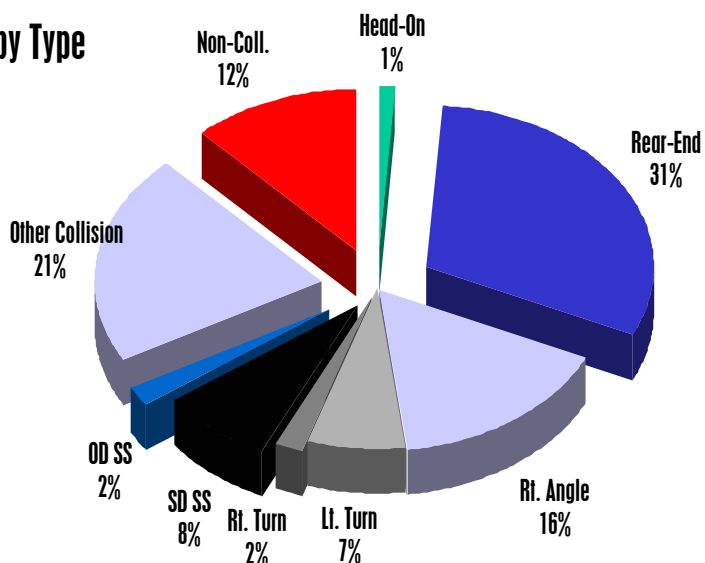




## Highway Needs: Safety



### Crashes by Type



## Highway Needs: Level of Service





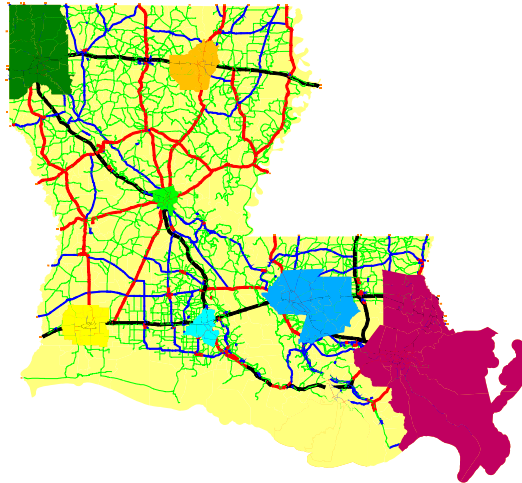
## Louisiana Statewide Travel Demand Model

➤ **Forecast Average Daily Traffic on the Rural State Highway System**

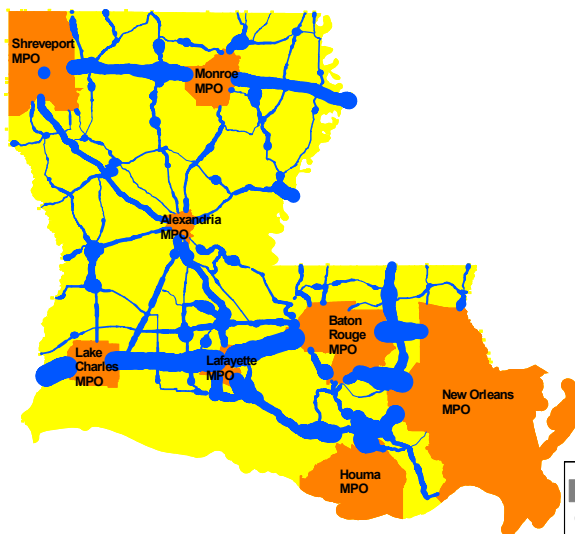
- Autos & Trucks
- Freeways & Arterials

➤ **Complement & Support Nine MPO Travel Demand Models**

- Will forecast traffic to and through the MPO areas
- Will not forecast traffic within the MPO areas



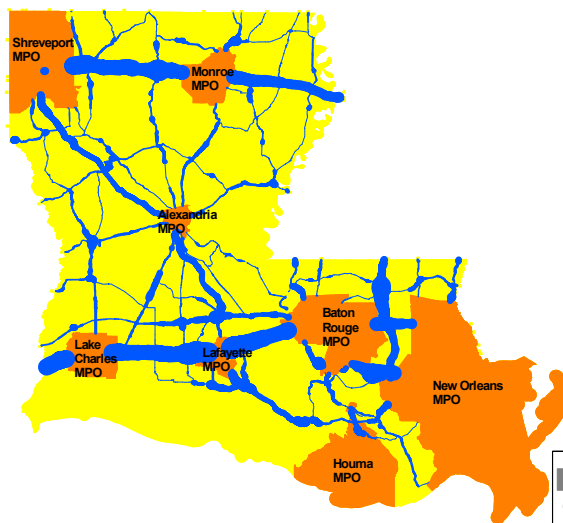
## Year 2000 Total Daily Auto Traffic



- **Local Auto Travel**
  - Home Based Work
  - Home Based Other
  - Non Home Based
- **Long Distance Auto Travel**
  - Business
  - Tourist
  - Other
- **Interstate and Intrastate**



## Year 2000 Total Daily Truck Traffic

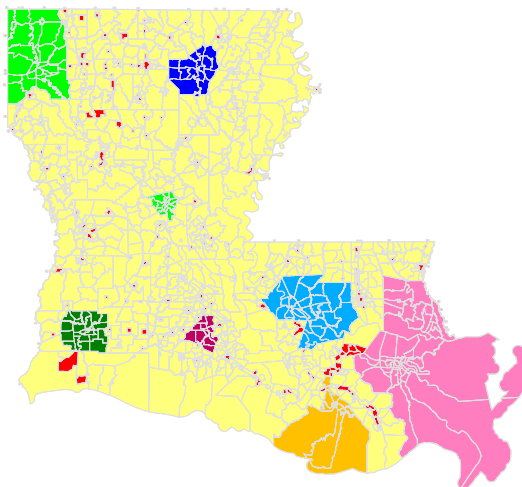


- **Long Distance  
Truck Movements**
  - Non Agricultural Goods
  - Agricultural Goods
  - Empty Trucks
- **Shorter Distance  
Truck Movements**
- **Interstate and  
Intrastate**



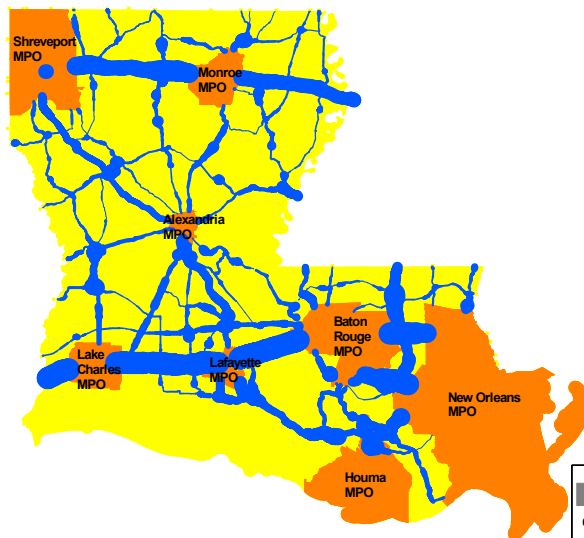
## Year 2030 Traffic Forecast Inputs

- **2030 Population &  
Employment Forecasts**
  - LA Pop +22%, Emp +38%
  - TX Pop +51%, Emp + 56%
  - AK Pop +36%, Emp + 46%
  - MS Pop +27%, Emp + 42%





## Year 2030 Traffic Forecast



### • 2030 Trips

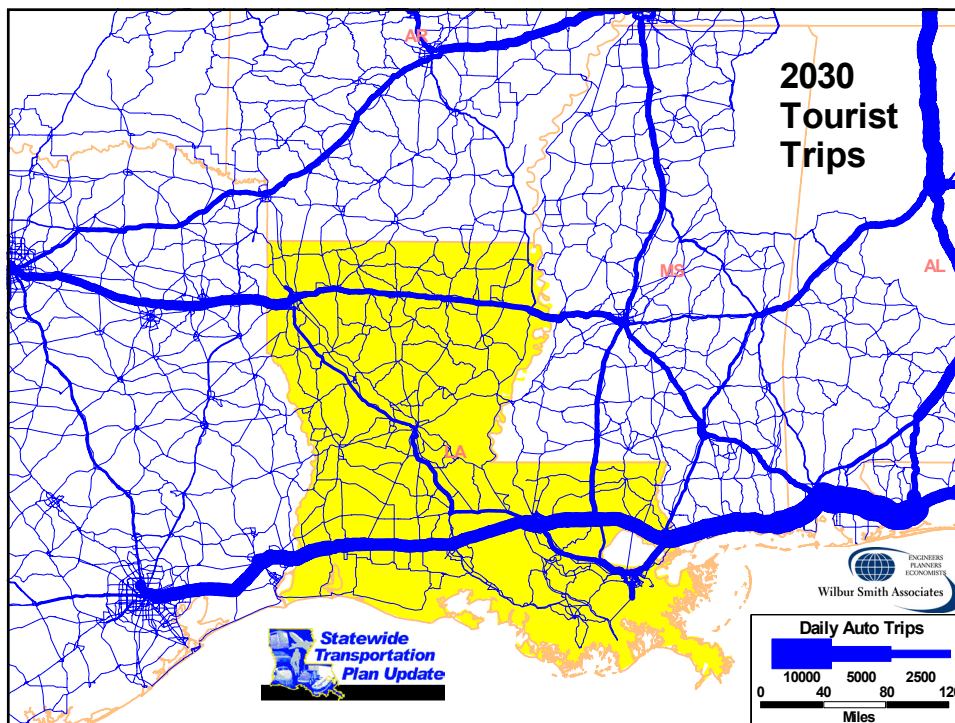
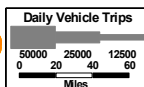
- Auto = 15.89M (+26%)
- Truck = 0.22M (+36%)
- Total = 16.11M (+26%)

### • Rural VMT

- 2000 = 37.05M
- 2030 = 52.38M
- Diff = +41%

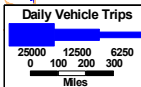
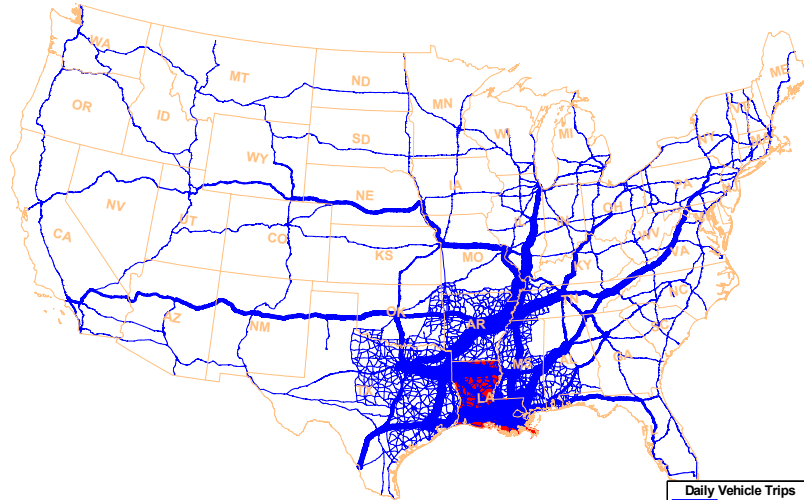
### • Rural VHT

- 2000 = 709K
- 2030 = 989K
- Diff = +40%

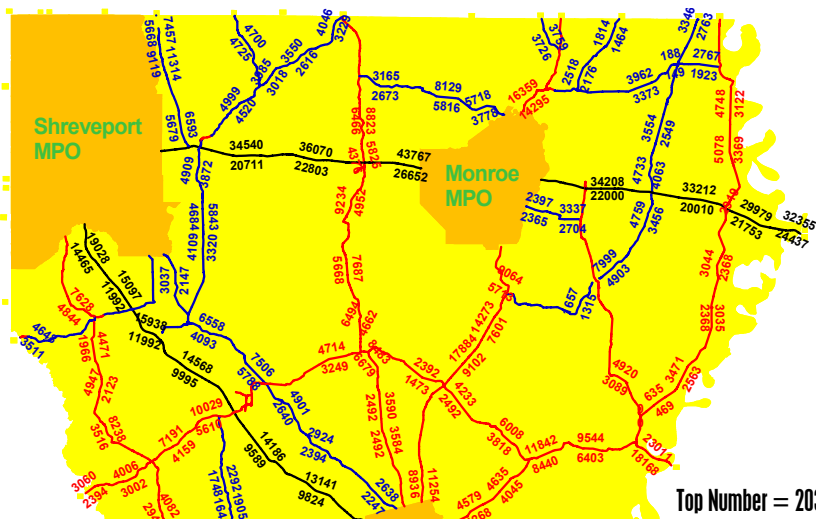




## Year 2030 Daily Truck Volume



## Year 2030 Traffic Forecast, Northern Region



Top Number = 2030 Forecast  
Bottom Number = 2000 Count

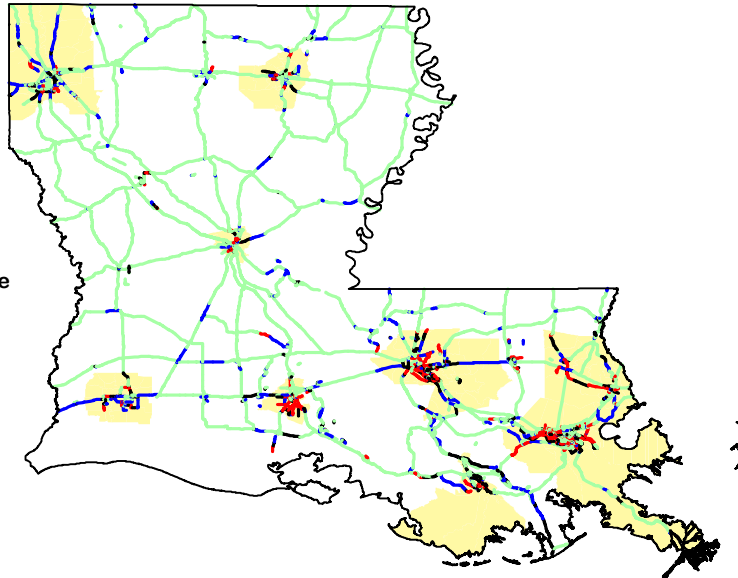


## 2000 Roadway Capacity Problems



Level-of-Service

- A – C
- D
- E
- F

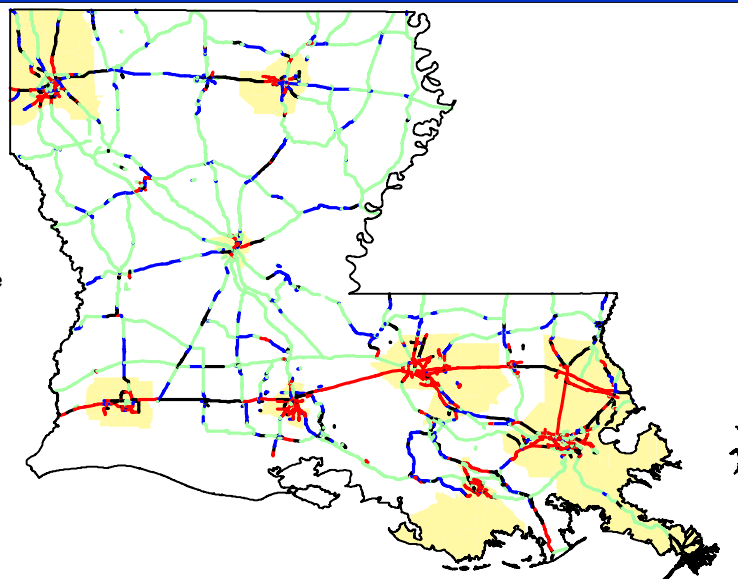


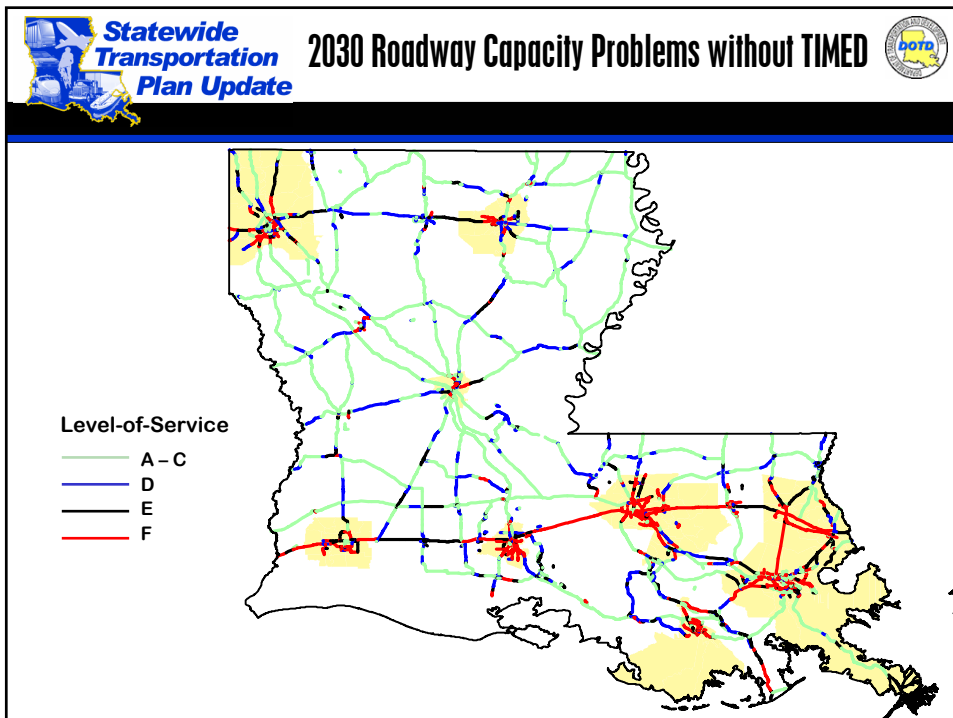
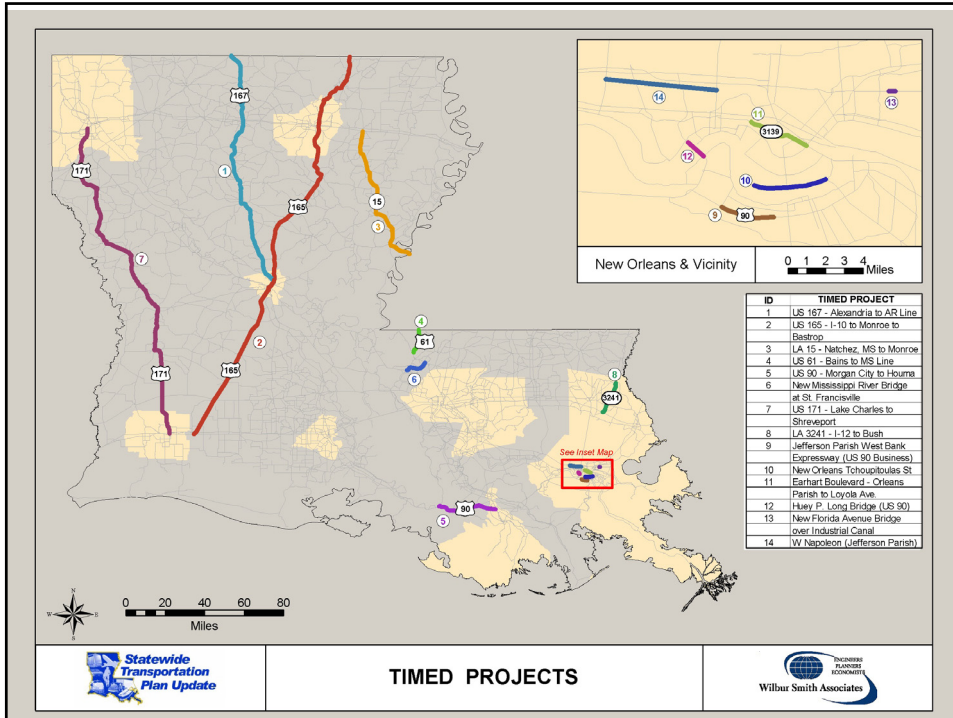
## 2030 Roadway Capacity Problems without TIMED

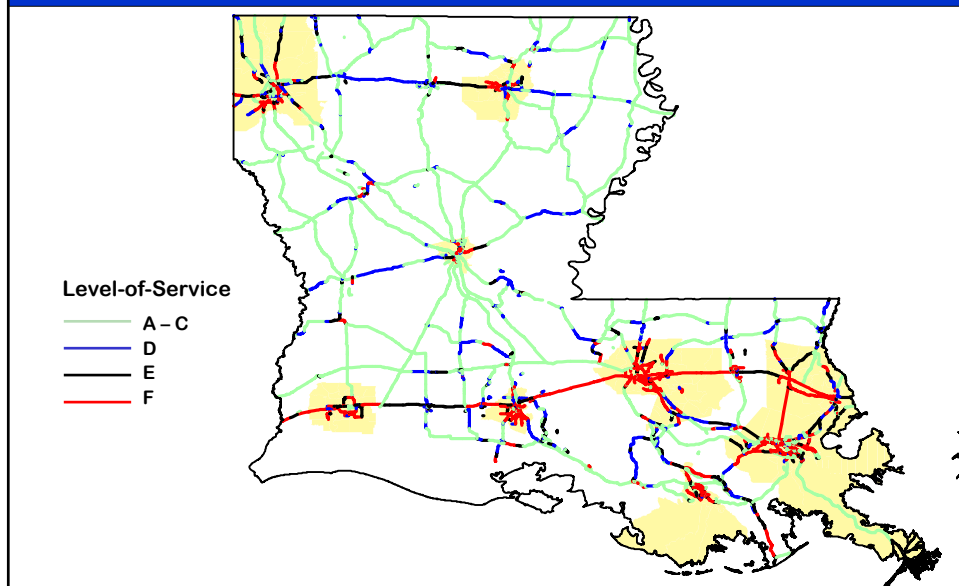


Level-of-Service

- A – C
- D
- E
- F





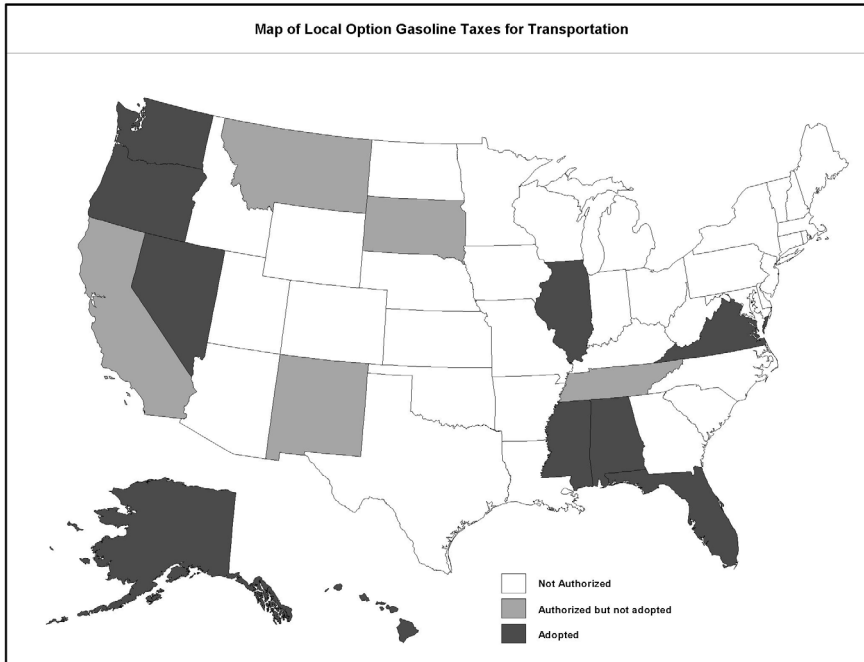




## Scenario 1A Highway Recommendations

- Increase pavement preservation after Year 7
- Increase bridge funding after Year 7
- Implement access management policy
- Implement statewide traffic impact policy
- Virtually no “Small Capacity” projects after Year 7
- No “Mega” Projects
- Allow local option gas tax (except diesel)
  - ✓ Most states establish tax limit and exempt diesel

Map of Local Option Gasoline Taxes for Transportation







## Highway Scenario 1A (Existing Revenues, No Adjustment for Inflation)

➤ Pavement Preservation	\$6.55 B (\$162M/yr for 7 yrs, \$235M thereafter)
➤ Bridge Preservation	\$3.46 B (\$103M/yr for 7 yrs, \$119M thereafter)
➤ Safety	\$1.24 B (\$41M/yr)
➤ Operations	\$1.10 B (\$37M/yr)
➤ Small Capacity	\$0.87 B (\$125M/yr for 7 yrs, \$0 thereafter)
➤ Mega Projects	\$ 0



## Highway Scenario 1B (Existing Revenues, Adjusted for Inflation Every 10 Years)

➤ Pavement Preservation	\$6.55 B
➤ Bridge Preservation	\$3.46 B
➤ Safety	\$1.24 B
➤ Operations	\$1.10 B
➤ Small Capacity	\$3.18 B (\$125M/yr for 7 years, \$100M/yr thereafter)
➤ Mega Projects	\$0



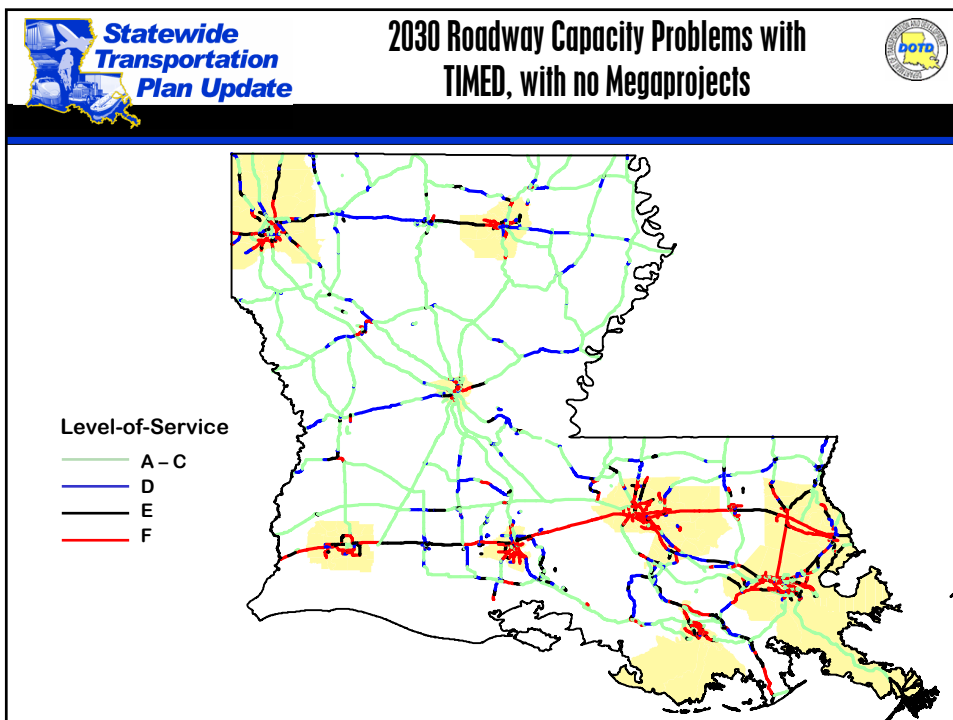
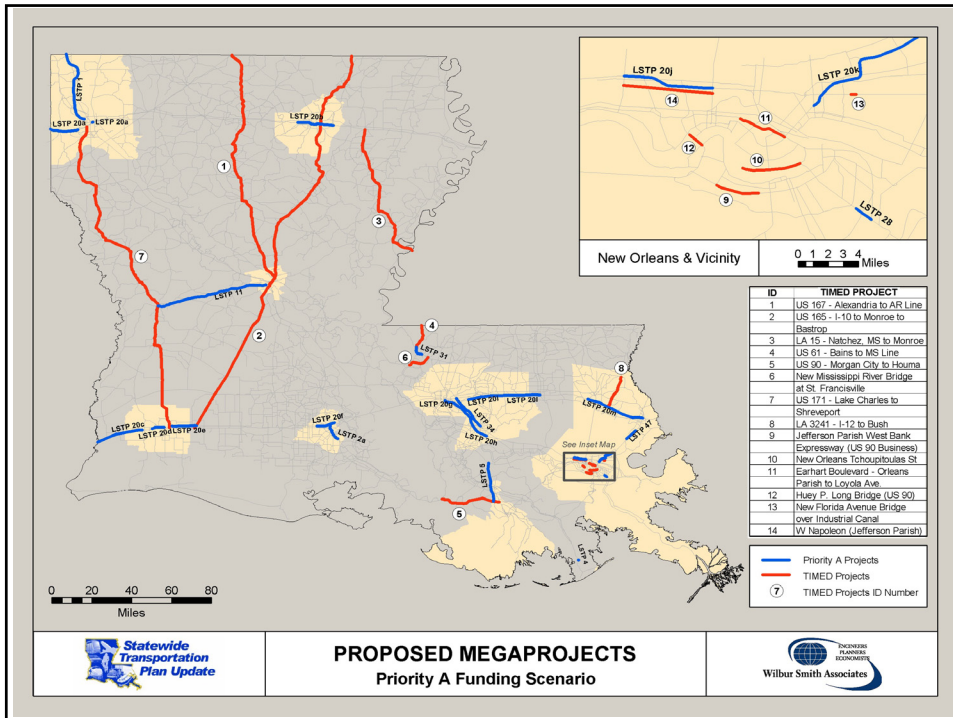
## Scenario 2 Highway Recommendations

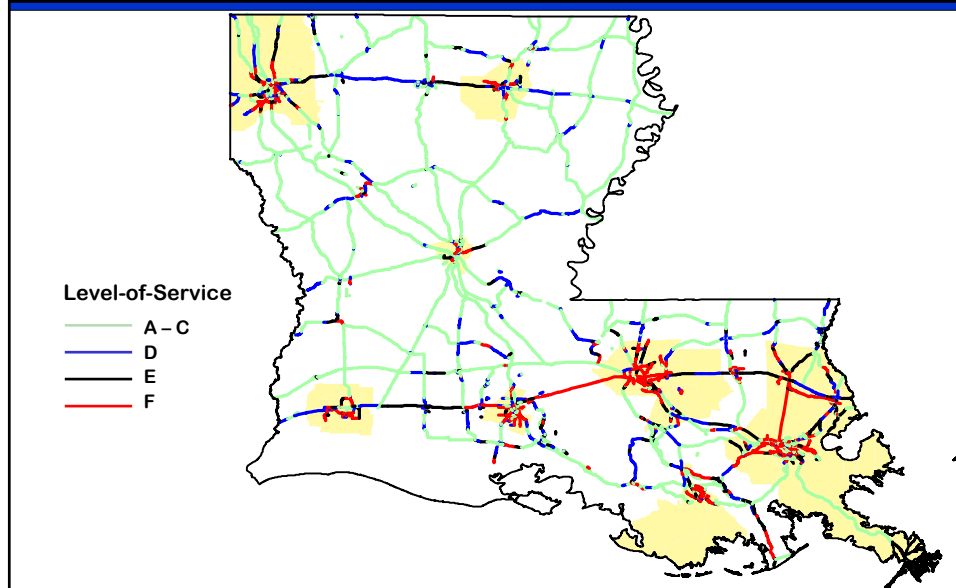
- Increase pavement preservation in Year 1 to \$235 M /yr.
- Increase bridge funding in Year 1 to \$119 M /yr.
- Increase safety program to \$75 M /yr.
- Increase Operations (+\$9 M /yr.)
- Increase ITS by \$7M for 10 years
- Create Intermodal Connector Program (\$20 M /yr.)
- Small Capacity projects @ \$90 M /yr. average
- Priority “A” Mega Projects (\$2.8 Billion)
- Jurisdictional Transfer Program (5,000 miles, \$35 M /year)



## Highway Scenario 2 (\$250M Increase Year 1, Adjusted for Inflation Every 10 Years)

➤ Pavement Preservation	\$7.06 B (\$235 M/year)
➤ Bridge Preservation	\$3.57 B (\$119 M/year)
➤ Safety	\$2.25 B (\$75 M/year)
➤ Operations (non-ITS)	\$1.05 B (\$35 M/year)
➤ ITS	\$0.37 B (\$17 M/yr for 10 yrs, then \$10 M/yr)
➤ Small Capacity	\$2.83 B (\$125 M/yr for 7 yrs, then \$85 M/yr)
➤ Intermodal Connectors	\$0.60 B (\$20 M/year)
➤ Mega Projects	\$2.82 B



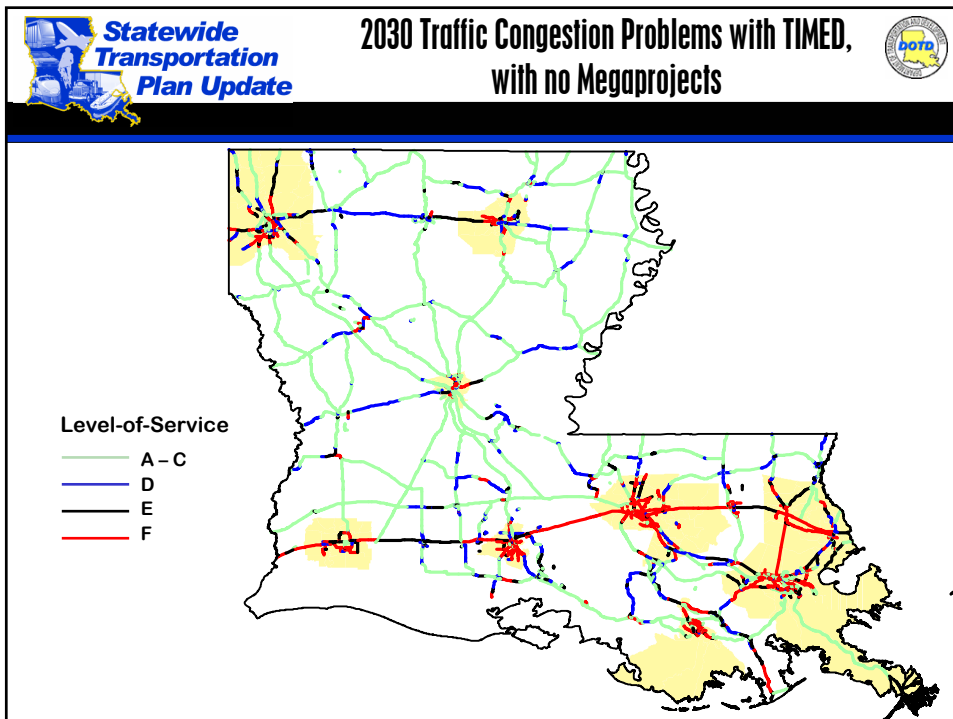
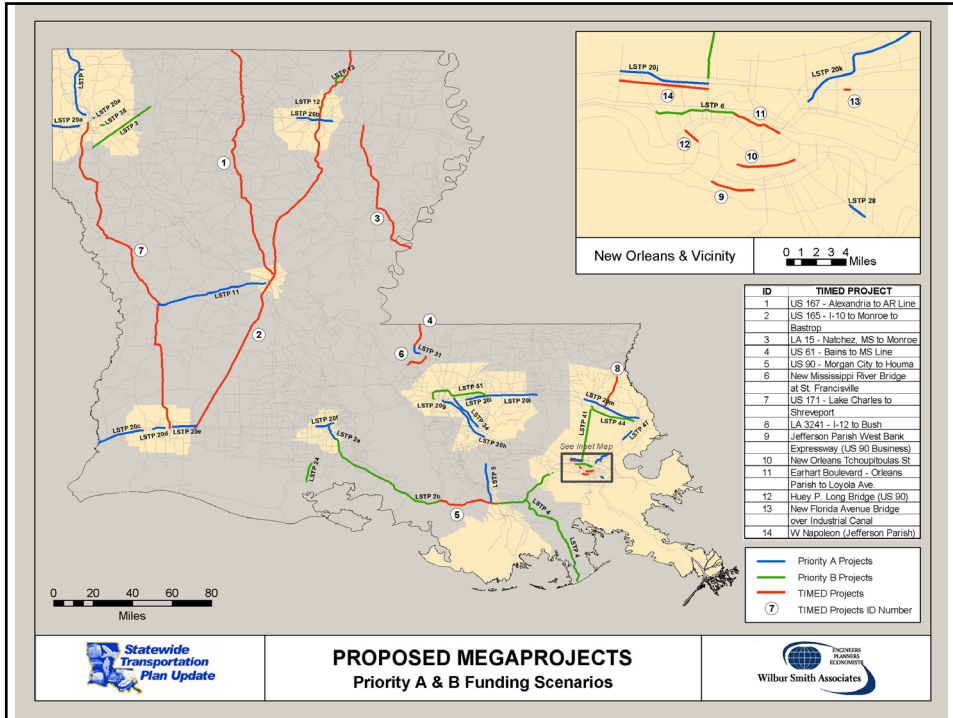


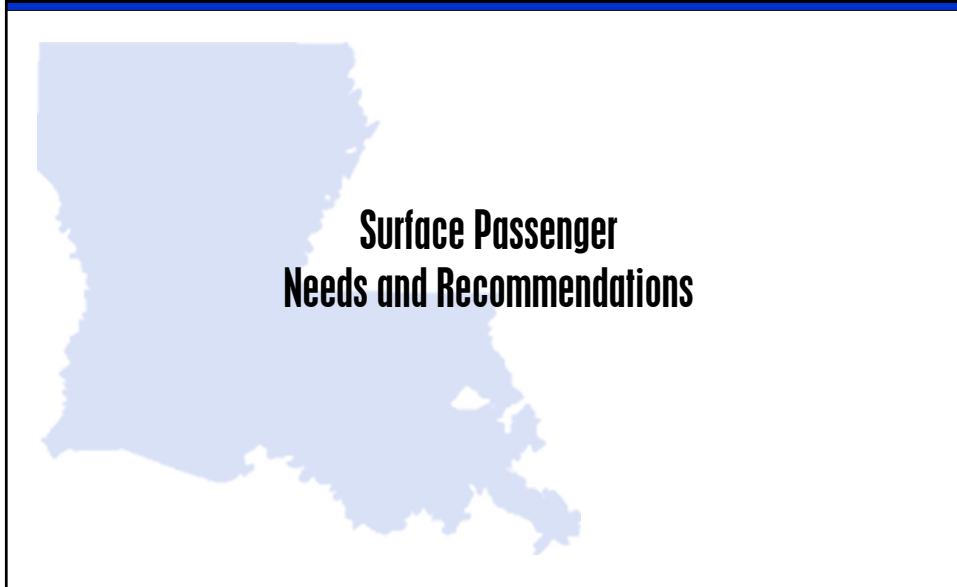
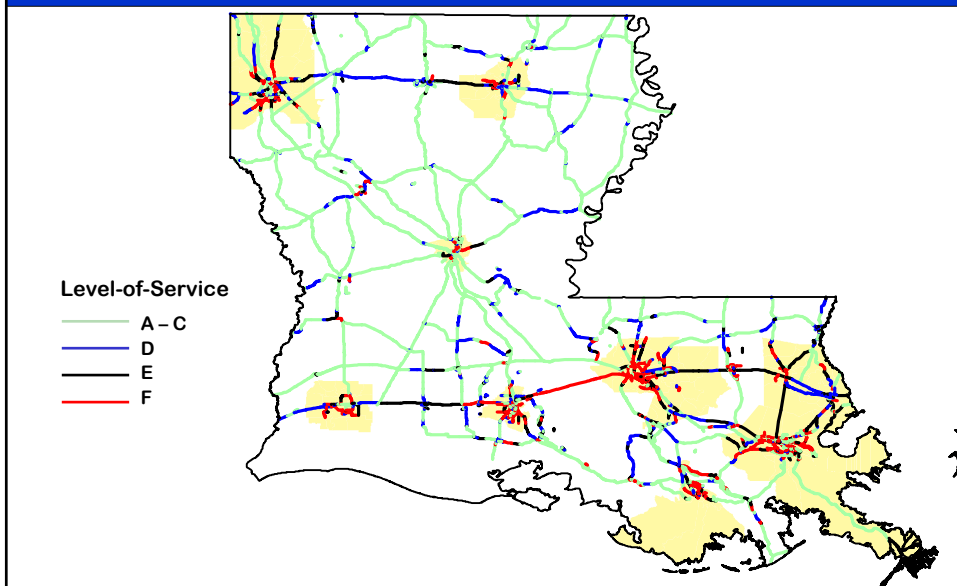
### Highway Scenario 3 (\$150 M Increase in Year 1, Adjusted for Inflation Every 10 Years)

Scenario 2 Plus

Additional Mega Projects (Priority "B")      \$3.0 B









### Overview of Public Transportation Users

#### ➤ Transportation Disadvantaged

- ✓ Poor
- ✓ Elderly
- ✓ Mobility impaired
- ✓ Households with no vehicle available



### Demographics

	Louisiana	USA
Population	4,468,976	281,421,906
Below Poverty Line	851,113 (19.6 %)	33,899,812 (12.4 %)
Age 65 and Over	516,929 (11.6 %)	34,991,753 (12.4 %)
Disabled Population (age 21 – 64)	540,838 (22.1 %)	30,553,796 (19.2 %)
Mobility Impaired: Age 16 - 64 (1990 census)	77,118 (2.99 %)	3,793,697 (2.41 %)
Households with no vehicle available	196,305 (11.9 %)	10,861,067 (10.3 %)



### Public Transit in Louisiana

- 35 parishes with an urban and / or rural system
- 10 parishes with an urban system
- 29 parishes with a rural system
- 4 parishes with both an urban and rural system
- 29 parishes with no transit system



### Parishes Served by Public Transit

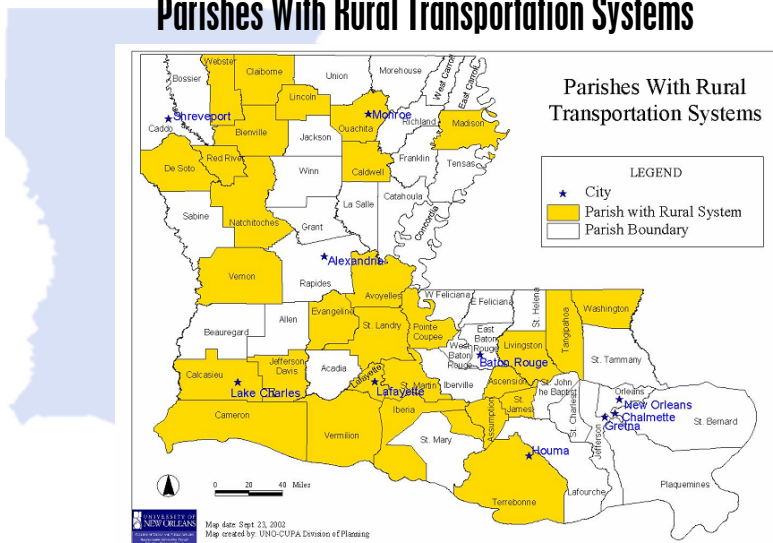
- LA Economic Development Master Plan:  
Vision 2020 Benchmark

	1997	2003	2008	2013	2018
Number of Parishes with a public transportation system	42	47	52	58	64





### Parishes With Rural Transportation Systems



### Surface Passenger Recommendations Scenarios 1A and 1B

- Market / promote public transportation (SP-3)
- Enhance safety / security (SP-5) – through ITS
- Incorporate bike / ped in planning (SP-6)
- Promote / develop Regional Connectivity (SP-8)
- Develop alternatives to rural transit systems (SP-9)
- Coordinate planning for Specialized Transit (SP-10)
- Utilize Transit-Oriented ITS Applications (SP-11)



## Surface Passenger Recommendations Scenarios 1A and 1B (continued)

- Promote public transit connections with centers of higher learning (SP-12)
- Promote National Passenger Rail System (SP-13)
  - ✓ Support improvements to increase passenger rail ridership and farebox recovery (R-6)
  - ✓ Continue study of passenger rail corridors (R-7)
- Continue study of passenger rail corridors
- Support Southern Rapid Rail Transit Commission (SP-14)
- Implement Transit Oriented Development initiatives (SP- 4)
- Create Intercity Bus Task Force (SP-18)
- Statewide intercity bus needs assessment (SP-19)
- Support pending federal legislation for essential bus service (SP-20)



## Surface Passenger Recommendations Scenarios 2 and 3

- Increased availability of basic public transportation services
  - ✓ \$12 M/year Federal
  - ✓ \$6 M/year State
  - ✓ \$6 M/year Local

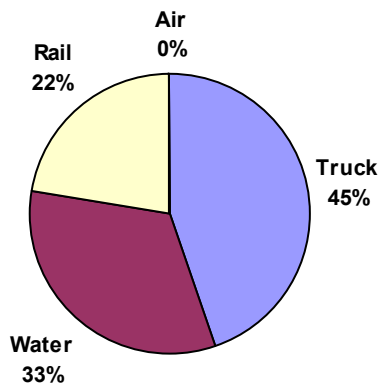
(Addresses *Vision 2020* Benchmark 2.3.7: # of Parishes with a Public Transportation System )
- New Orleans Rail – CBD to Airport (SP-16)
  - ✓ \$200 M Federal “New Starts” Grant
  - ✓ \$25 M Local
  - ✓ \$175 M State
  - ✓ Locals operate and maintain



## Trucking Needs and Recommendations



### Trucking Needs: Domestic Tonnage by Mode



Truck – 384 million tons

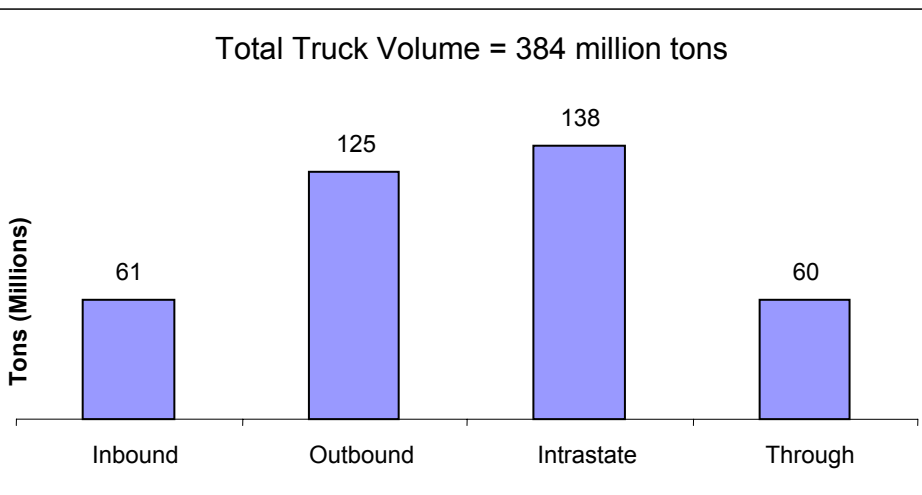
Water – 281 million tons

Rail – 191 million tons

Air – 139 thousand tons



## Trucking Needs: LA Freight Tonnage

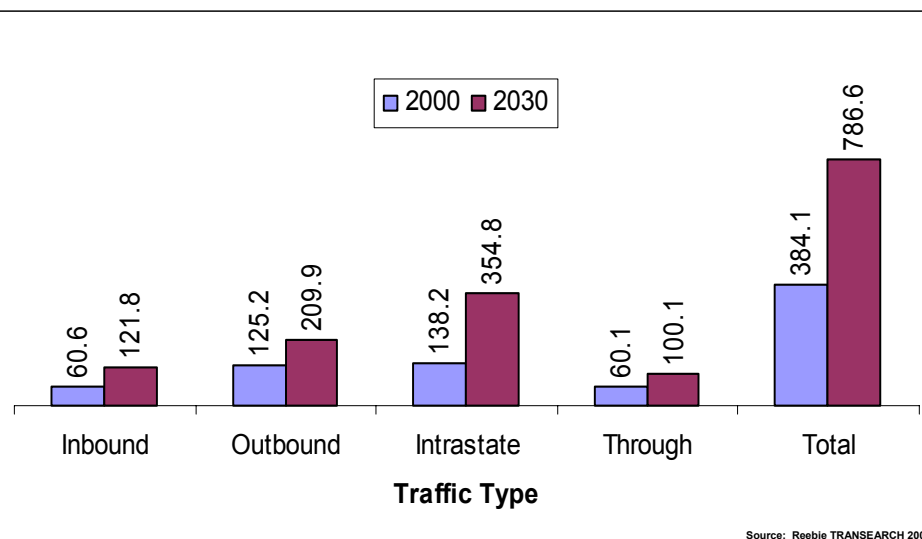


Estimates are not fully inclusive of all shipments.

Source: Reebie TRANSEARCH 2000



## Trucking Needs: 2000 and 2030 Freight Tonnage

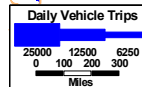
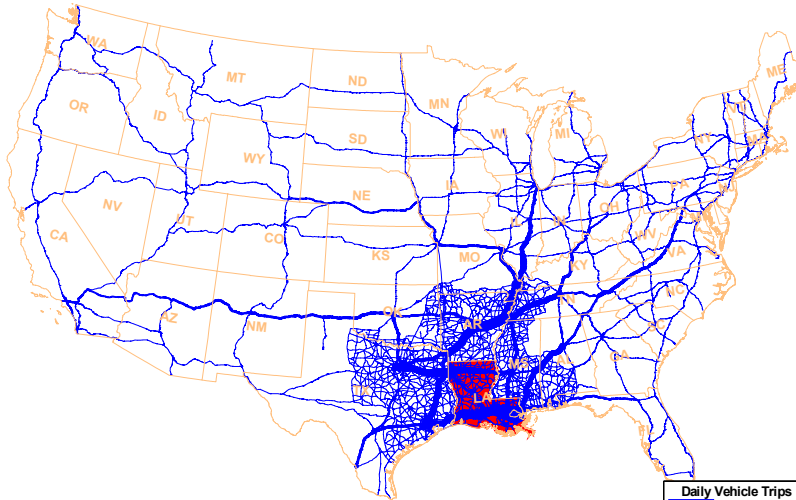


Source: Reebie TRANSEARCH 2000



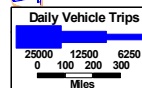
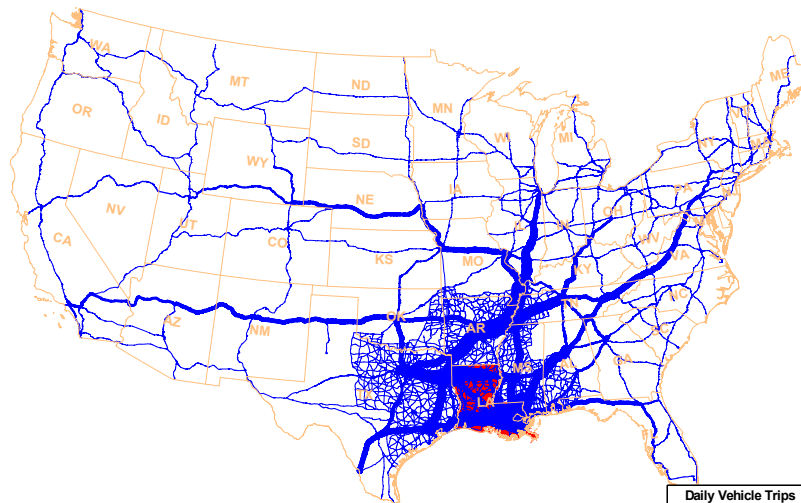
**Statewide  
Transportation  
Plan Update**

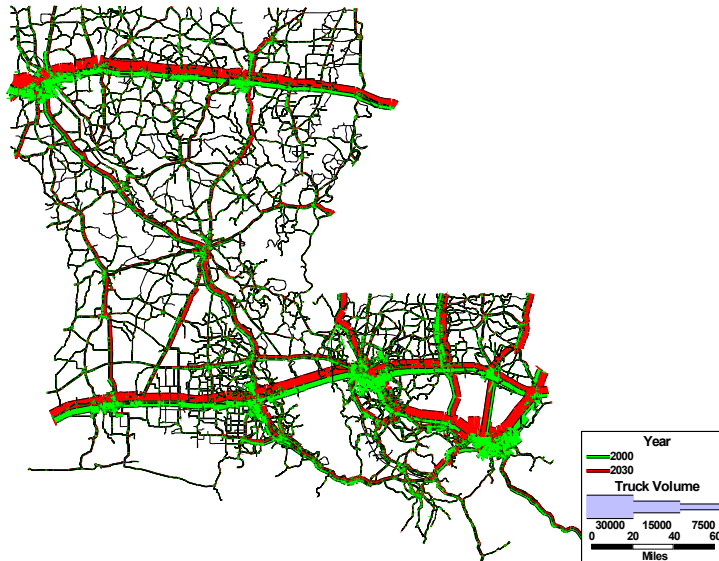
## Year 2000 Daily Truck Volume



**Statewide  
Transportation  
Plan Update**

## Year 2030 Daily Truck Volume





## Trucking Recommendations

### Scenarios 1A and 1B

- Establish Regional Operations Advisory Council (T-1)
- Modify port zone permitting (T-3)
- Automate weigh stations (T-4) – Part of ITS
- Uniformity in permitting oversize/overweight vehicles (T-5)
- Create economic development incentives for extended hours at terminals (T-6)
- Develop model truck access design standards (T-7)

### Scenarios 2 and 3 Recommendation

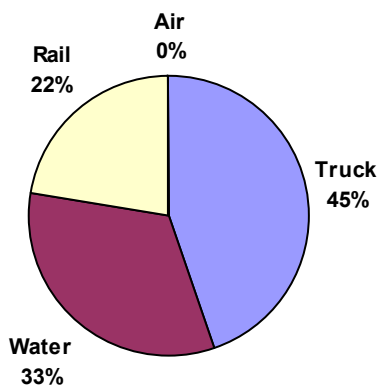
- Establish One-Stop Center in North Louisiana (T-2) - \$20 M



## Freight Rail Needs and Recommendations



## Freight Rail Needs



**Truck – 384 million tons**

**Water – 281 million tons**

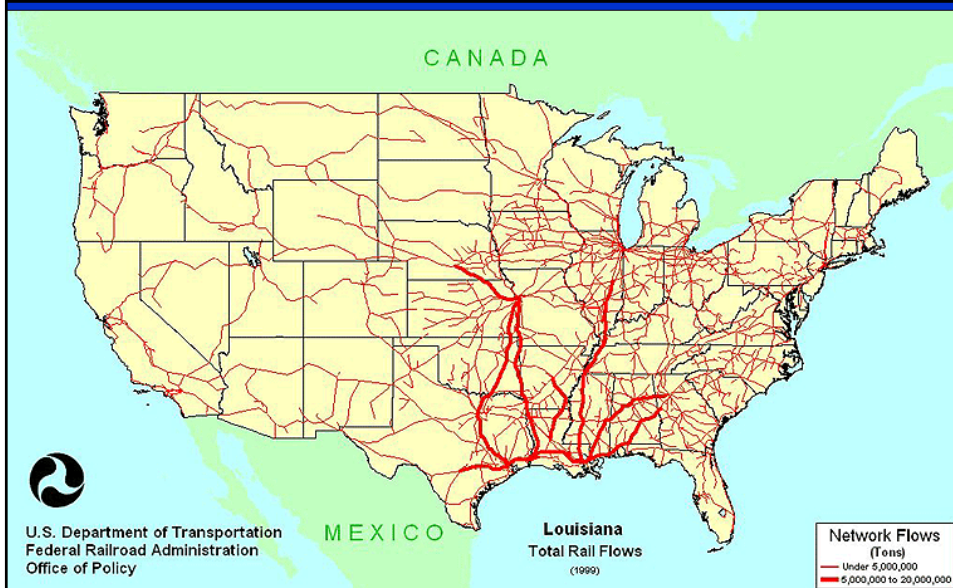
**Rail – 191 million tons**

**Air – 139 thousand tons**



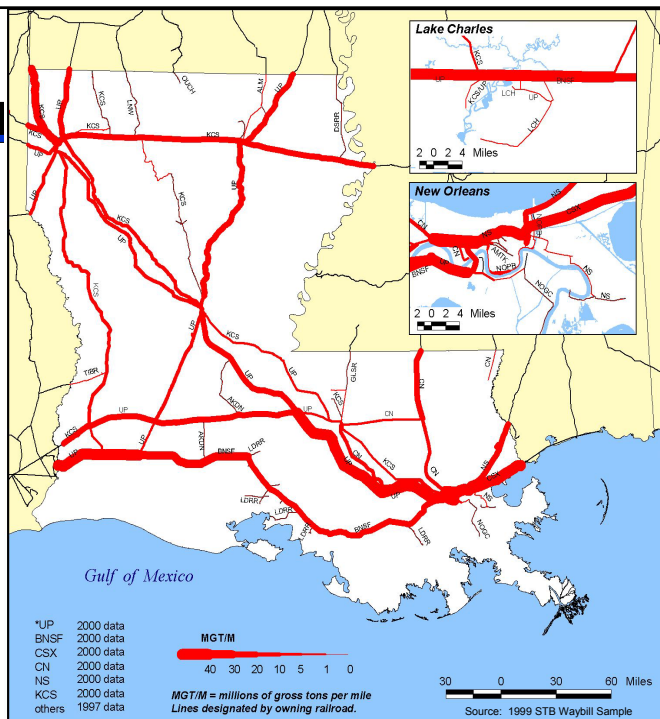
Statewide  
Transportation  
Plan Update

## Freight Rail Needs: Louisiana Total Rail Flows

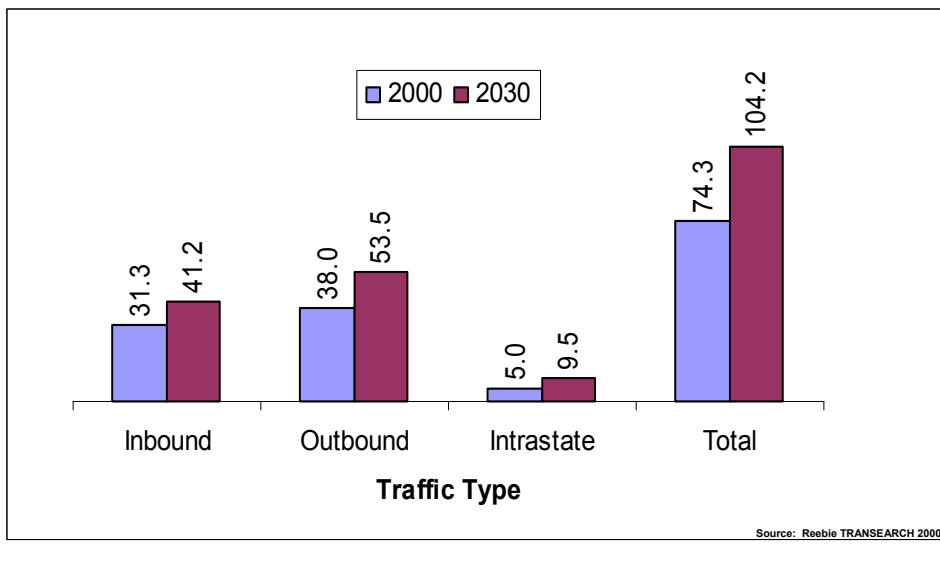


Statewide  
Transportation  
Plan Update

## Freight Rail Needs: 1999 Line Densities







## Freight Rail Recommendations Scenarios 1A and 1B

- Support interests of shippers and small railroads (R-3)
- Help railroads secure federal grants and loans (R-4)
- Seek improvements for private rail crossings (R-9)
- Add staff to LDOTD Rail Division (R-11)



## **Freight Rail Recommendations Scenarios 2 and 3**

- **Establish State funding for small railroads (R-5) -- \$150 M**
  - ✓ “286,000#” improvements
  - ✓ Circuitry Upgrades
  - ✓ Agricultural shipments
- **Increased support for rail / highway grade crossings (R-8)  
-- \$150 M (\$5 M/year)**



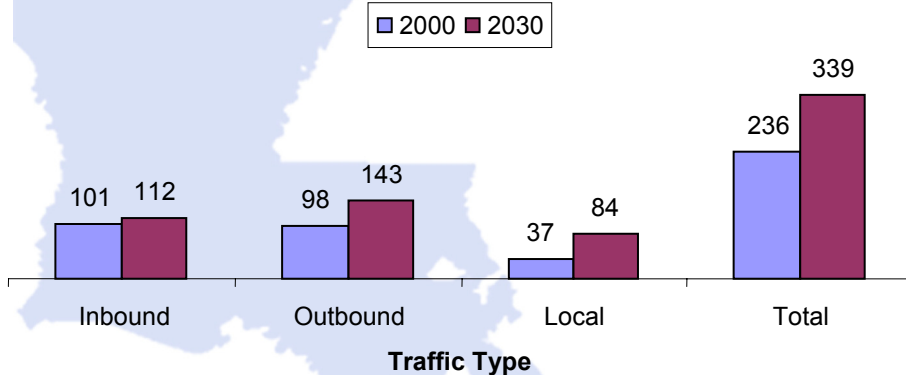
## **Maritime Needs and Recommendations**



## Louisiana Domestic Water Tonnage



### Domestic Waterborne Traffic in Millions of US Tons



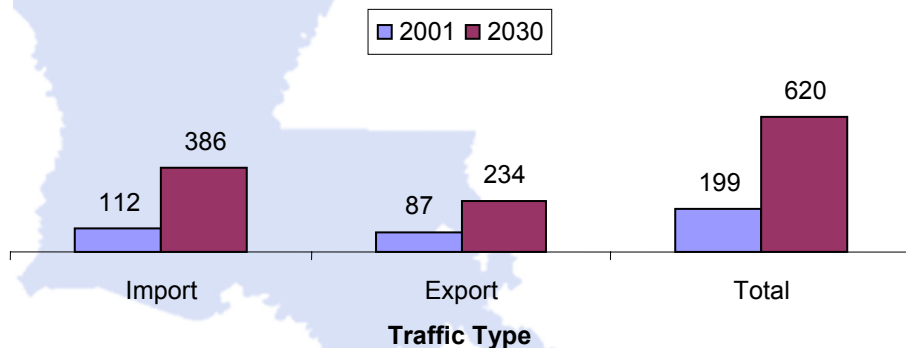
Source: TRANSEARCH 2000



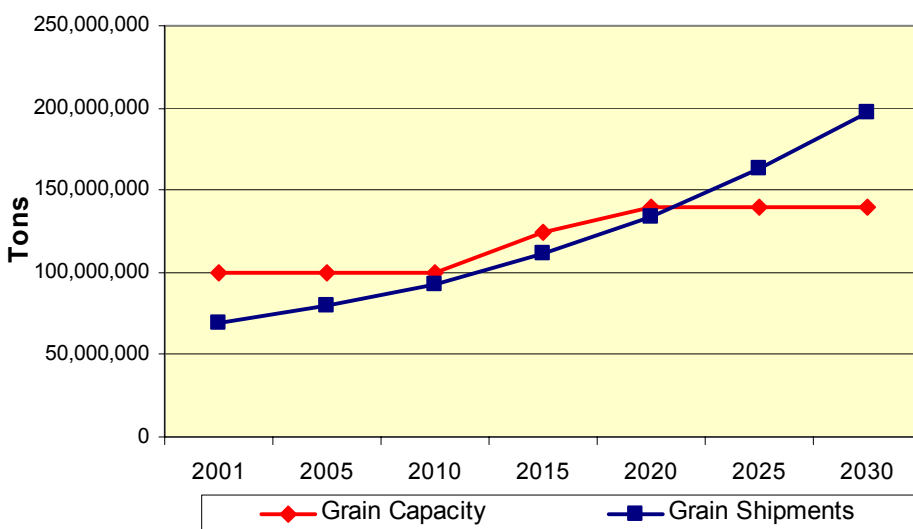
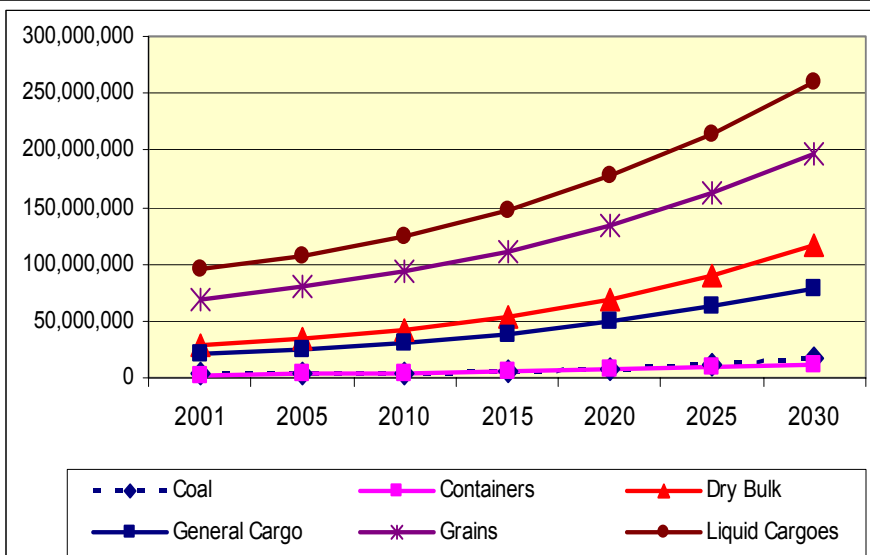
## Louisiana International Water Tonnage

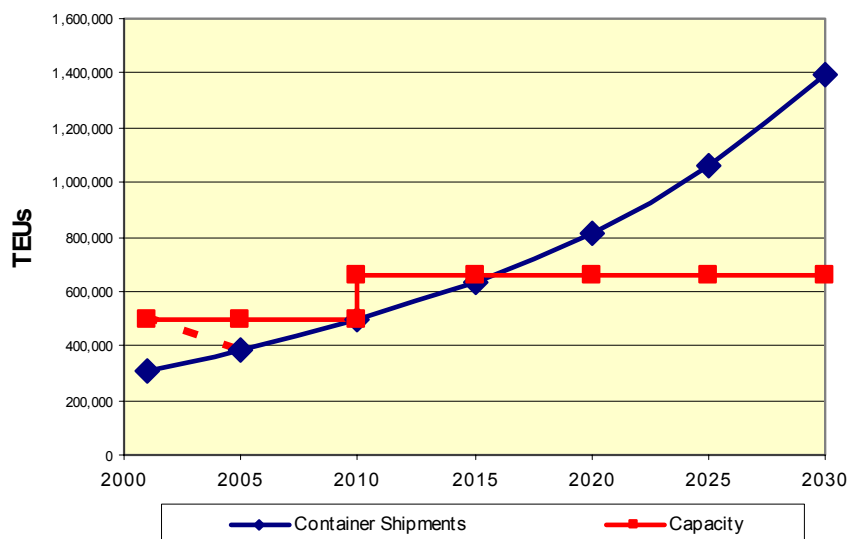
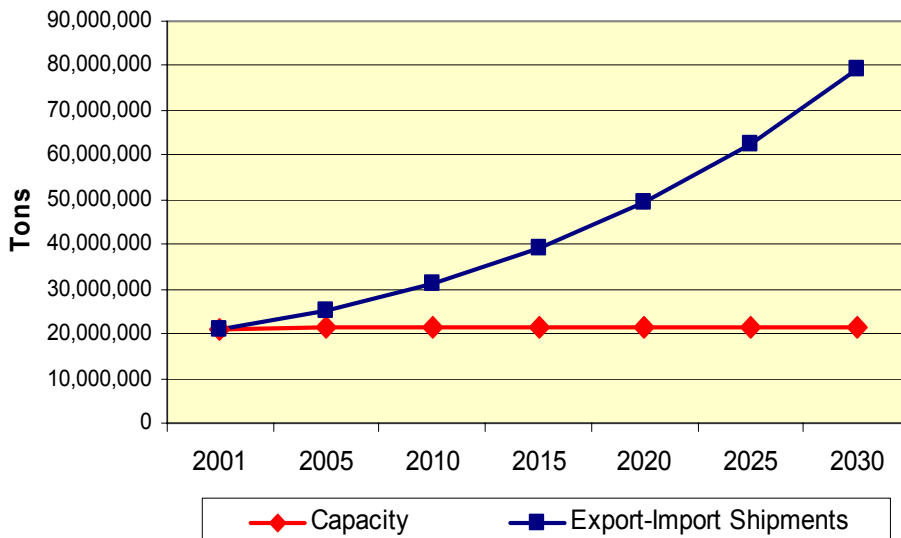


### International Waterborne Traffic in Millions of US Tons



Sources: P.I.E.R.S., IATTS





## Estimated Maritime Investment Needs

Source of Funds	Year 2002		Year 2007	
	\$ millions	share	\$ millions	share
Port Priority Program	24.5	7%	50.0	9%
Capital Outlay Program	17.0	5%	17.0	3%
Self Generated Funds	91.0	24%	127.0	24%
<b>Subtotal</b>	<b>132.5</b>	<b>35%</b>	<b>194.0</b>	<b>36%</b>
Private Investments	244.0	65%	341.0	64%
<b>Total</b>	<b>376.5</b>	<b>100%</b>	<b>535.0</b>	<b>100%</b>

## Maritime Recommendations Scenarios 1A and 1B

- Continue Port Priority Program (M-1) -- \$735 M (\$24.5 M/year)
- Support improvements for Federal waterways (M-5) – GRF
  - ✓ Improve access to shallow-draft ports; deepen the Atchafalaya River Navigation Channel
  - ✓ Enlarge the Calcasieu Ship Channel for access to the Port of Lake Charles
  - ✓ Complete the Inner Harbor Navigation Lock
  - ✓ Deepen the Mississippi River to Baton Rouge
- Continue to work through the Gulf Rivers Intermodal Partnership (GRIP) to increase utilization of the inland waterway system and of coastal shipping (M-8)
- Support development of the “Millennium Port” through public / private partnership (M-9)

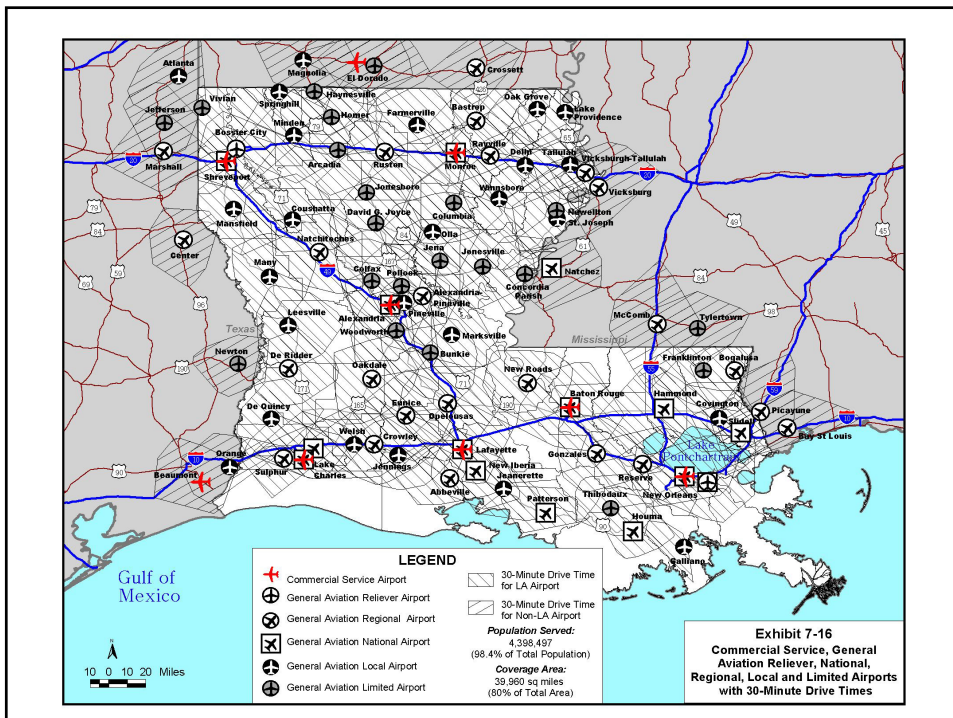
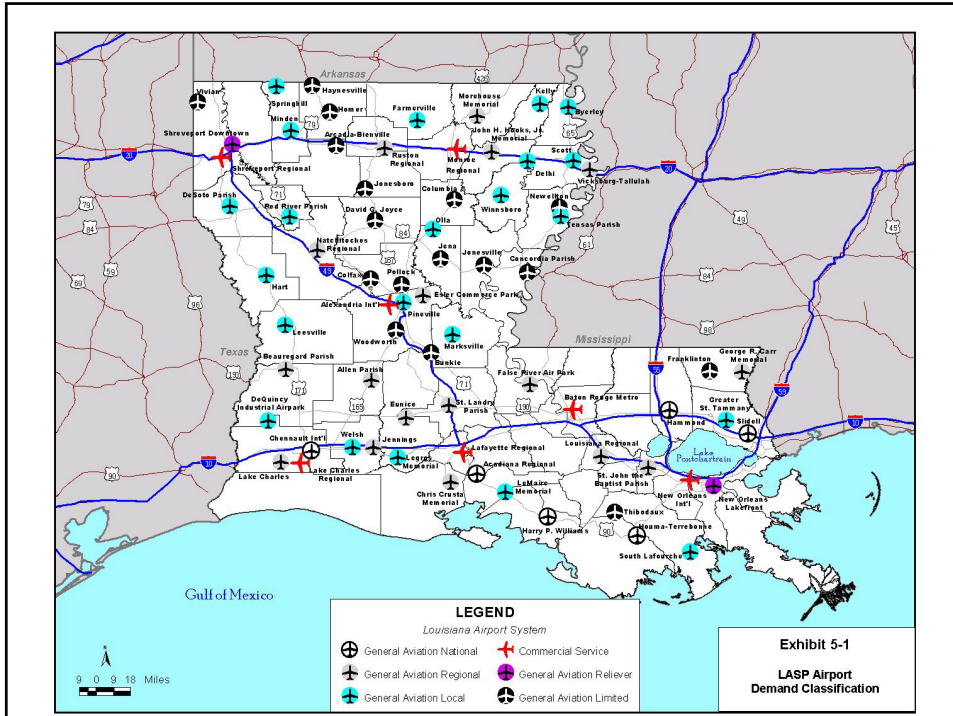


## **Maritime Recommendations Scenarios 2 and 3**

- **Increase Port Priority Program (M-1), +\$350 M**
  - ✓ Gradual increase to \$40 M in 2008
  - ✓ Protect from inflation thereafter
- **Address technical modernization (M-2) and OCS exploration (M-3) through Port Priority Program – no set-asides**
- **Statewide Maritime Marketing Program (M-4) (\$0.5 M/year takedown from Port Priority Program)**
- **Improve intermodal connectors (M-6 & 7) – Scenario 2 Highways**



## **Aviation Needs and Recommendations**







### Commercial Enplanements: Forecast

	2000	2015	2030	Average Projected Annual Growth (%)
Alexandria	134,000	247,000	432,100	+4.0%
Baton Rouge	435,200	494,600	687,500	+1.5%
Lafayette	189,200	341,500	589,300	+3.9%
Lake Charles	82,900	138,300	230,700	+3.5%
Monroe	126,900	153,100	235,700	+2.1%
New Orleans	4.94 m	8.63 m	14.44 m	+3.6%
Shreveport	379,600	447,500	707,000	+2.1%



### General Aviation

#### Aggregate Operations

- 2000: 1.50 million
- 2015: 1.76 million
- 2030: 2.09 million



### Air Cargo Domestic Tonnage

Total Volume ( % of Statewide Total)

- New Orleans International Airport: 85,815 (71.2%)
- Baton Rouge Metropolitan Airport: 3,106 (2.6%)
- Shreveport Regional Airport: 30,020 (24.9%)
- Lafayette Regional Airport: 1,211 (1.0%)
- Monroe Regional Airport: 79 (0.1%)
- Alexandria International Airport: 71 (0.1%)
- Lake Charles Regional Airport: 161 (0.1%)
- Total: 120,463



### Air Cargo

#### Total International Tonnage by Trading Partner

New Orleans International Airport

- |                                |                          |
|--------------------------------|--------------------------|
| ➤ Mexico City, Mexico: 115     | ➤ Toronto, Canada: 30    |
| ➤ Gander, Canada: 96           | ➤ Guayaquil, Ecuador: 27 |
| ➤ San Pedro Sula, Honduras: 87 | ➤ Cancun, Mexico: 15     |
| ➤ Montreal, Canada: 77         | ➤ Other: 18              |
| ➤ Santiago, Chile: 33          |                          |



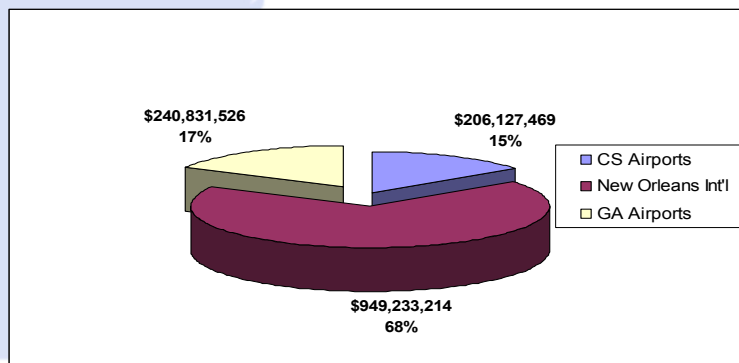
### Air Cargo Domestic Forecast

Total Annual Tonnage

City	Airport Name	2000	2015	2030
Alexandria	Alexandria International	71	114	222
Baton Rouge	Baton Rouge Regional	3,106	4,972	9,707
Lafayette	Lafayette Regional	1,211	1,938	3,785
Lake Charles	Lake Charles Regional	161	258	503
Monroe	Monroe Regional	79	126	247
New Orleans	New Orleans International	85,815	138,337	270,245
Shreveport	Shreveport Regional	30,020	48,054	93,819
<b>Total</b>		<b>120,463</b>	<b>193,799</b>	<b>378,528</b>



### Capital Costs



*Total Cost: \$1.4 billion*



## **Aviation Recommendations Scenarios 1A and 1B**

- Address infrastructure deficiencies for existing airports (A-4)
- Acquire easements for obstruction removal (A-6)
- Update intrastate air service study (A-7)
- Study vertical take off aircraft role (A-8)
- Support continued development of passenger & air cargo facilities at all commercial service airports (A-16)
  - ✓ Alexandria International Airport
  - ✓ Baton Rouge Metropolitan Airport
  - ✓ Lafayette Regional Airport
  - ✓ Lake Charles Regional Airport
  - ✓ Monroe Regional Airport
  - ✓ New Orleans International Airport
  - ✓ Shreveport Regional Airport
- Support the private development of a new air cargo / intermodal center in SE Louisiana (A-9)



## **Aviation Recommendations (continued) Scenarios 1A and 1B**

- Fund airfield & terminal capacity improvements statewide (A-10)
- Support GA and Reliever Maintenance Program (GRF) – (A-14)
- Support reauthorization of Federal Airport Improvement Program (A-15)



## **Aviation Recommendations Scenarios 2 and 3 Recommendations**

- **Aviation Marketing Program (A-5) - \$60 M total (\$2 M/yr)**
- **Fund airfield & terminal capacity improvements (A-10)**
- **New Orleans International: New runway (A-11)**
  - ✓ \$200 M Federal
  - ✓ \$150 M Local
  - ✓ \$100 M State
  - \$450 M Total**
- **Increase State support for aviation (A-13) - \$300 M**
  - ✓ \$10 M increase in 2003, (from \$5 M/yr. To \$15 M/yr.)



## **Non-Highway Summary Scenarios 2 and 3 Recommendations**

- **New state funding = \$1.58 Billion**
- **Major initiatives:**
  - ✓ NOIA – CBD Light Rail: \$175 M
  - ✓ Rural Transit Initiatives: \$6 M /yr.
  - ✓ One-Stop Truck Center in N. Louisiana: \$20 M
  - ✓ Short-Line Railroad Program: \$5 M /yr.
  - ✓ Railroad-Highway Grade Separation Program: \$5 M /yr.
  - ✓ Increase Port Priority Program funding by \$15.5 M /yr. (\$0.5 M /yr. take-down for marketing)
  - ✓ Aviation Marketing Program: \$2 M /yr.
  - ✓ Additional Runway at NOIA: \$100 M
  - ✓ Increase State Aviation Program: \$10 M /yr.



## Multimodal Recommendations

- Educate / inform Louisiana's Congressional Delegation
  - ✓ Louisiana's transportation needs
  - ✓ Louisiana's transportation priorities
  - ✓ Advance special federal funding requests
- Continue / Expand Modal Advisory Councils
- Identify Strategic Freight Transportation System

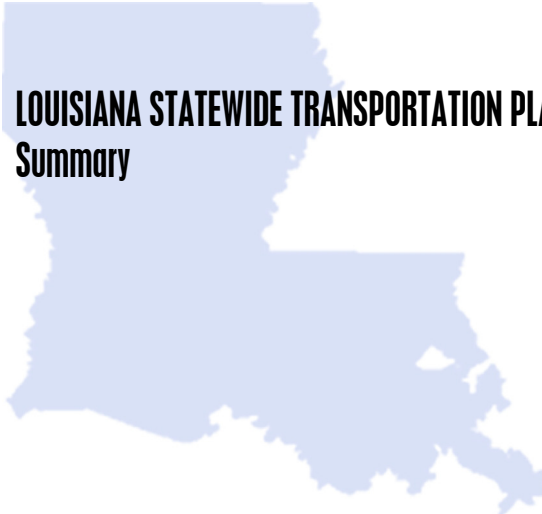


## What's Next?

- Complete regional public meetings on the draft plan
- Complete formal, 45-day public comment period in accordance with LDOTD procedures – ends March 21, 2003
- Report to the LIIEP Commission to present & discuss input; modify Plan as needed
- LIIEP Commission adopts Plan as the Official Statewide Transportation Plan



## LOUISIANA STATEWIDE TRANSPORTATION PLAN Summary



### Four Revenue Scenarios

- 1A = Baseline – Do Nothing
- 1B = Inflation Adjustments in Years 11 & 21
- 2 = Adds \$250 Million in Year 1 (State) – Adjust for Inflation in Years 11 & 21
- 3 = Adds \$150 Million in Year 1 (Federal Highway); proportionate increase in Federal Transit Funds + Scenario 2



## Statewide Benefits - Scenario 2

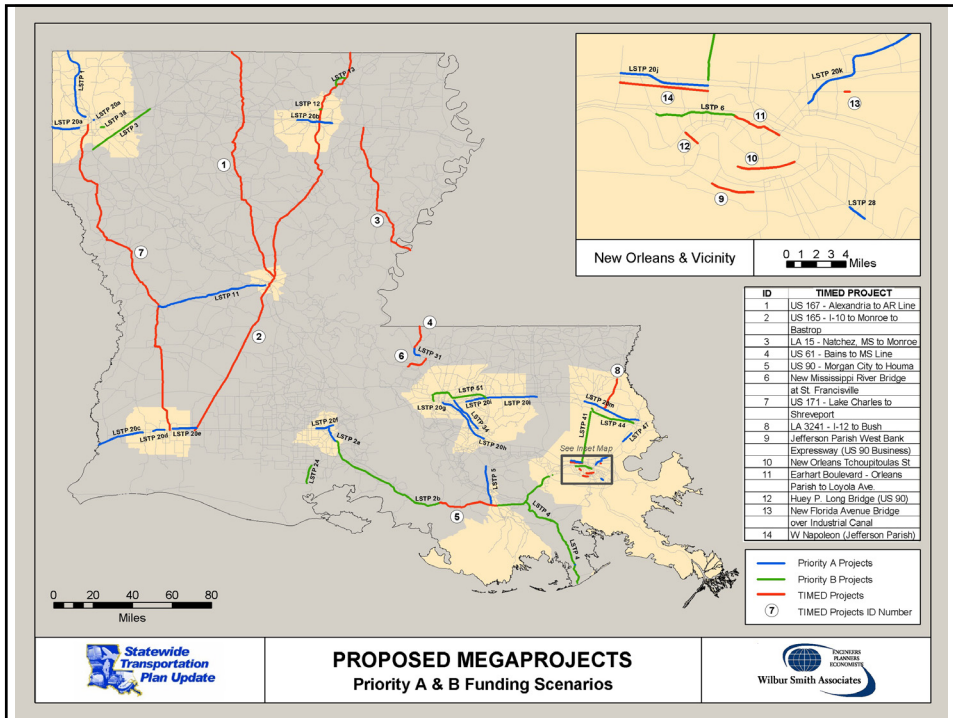
- Greatly enhanced pavement and bridge condition – important for travel but also quality of life.
- Double amount spent on highway safety – will help prevent tragedies and lower insurance rates
- More money for operations – deploy ITS, better signal equipment, better signs, improved Rest Areas, address more locations where roads flood
- Improve airports, ports, and transit services statewide




## Statewide Benefits - Scenario 2 (continued)


- New program to enhance access to ports, airports, etc.
- Modest but important program for railroad investment
- New program to build overpasses/underpasses at major highway/railroad crossings
- Programs to market Louisiana ports and airports to attract additional business and additional air service







**Statewide Transportation Plan Update**



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## What's at stake?

The policies, programs, and projects in the Louisiana Statewide Transportation Plan are intended to:

- Support the wealth-building industries and employment that we already have;
- Strengthen our foundation for economic growth;
- Take advantage of opportunities in international trade;
- Enhance the quality of life for Louisiana citizens; and
- Send the message that our state is progressive.



**Statewide  
Transportation  
Plan Update**





## **Regional Benefits (Lafayette) – Scenarios 2 and 3**

### Scenario 2

- Construct I-49 Connector in Lafayette - \$350 M
- Widen I-10 – LA 93 to Louisiana Avenue - \$60 M
- Projects in other LA regions that affect commerce in this region

### Scenario 3

- Construct I-49 South – Lafayette to I-310 - \$865 M
- US 167/LA 82 - Abbeville bypass & upgrade to Esther - \$25 M
- Projects in other LA regions that affect commerce in this region



## **Benefits (Pineville) – Scenarios 2 and 3**

- Specific projects with statewide benefit throughout LA that affect commerce in this region
- Specific to this region – Widen LA 28 – Alexandria to US 171



## **Regional Benefits (Mandeville) – Scenarios 2 and 3**

### Scenario 2

- Widen I-12 – Denham Springs to I-55 - \$150 M
- Widen I-12 – LA 21 to I-10/I-59 - \$150 M
- Widen I-10 – Twin Spans - \$100 M
- Projects in other LA regions that affect commerce in this region

### Scenario 3

- Widen US 190 – Causeway to US 11 - \$100 M
- Widen Lake Pontchartrain Causeway – North Shore to South Shore - \$425 M (private funds)
- Projects in other LA regions that affect commerce in this region



## **Regional Benefits (Metairie) – Scenarios 2 and 3**

### Scenario 2

- Widen I-10 – Williams Blvd to Causeway Blvd - \$85 M
- Widen I-10 – Bullard Ave to Elysian Fields - \$185 M
- Widen I-10 – Twin Spans - \$100 M
- Replace Belle Chase Tunnel – LA 23 - \$50 M
- Light Rail Line – Airport to CBD - \$175 M (state share)
- Additional Runway – NO International Airport - \$100 M (state share)
- Projects in other LA regions that affect commerce in this region

### Scenario 3

- Construct I-49 – Lafayette to I-310 - \$865 M
- Connect Earhart Expressway to Airline Hwy (both ends) - \$125 M
- Widen Lake Pontchartrain Causeway – North Shore to South Shore - \$425 M (private funds)
- Projects in other LA regions that affect commerce in this region



## **Regional Benefits (Lake Charles)— Scenarios 2 and 3**

- Widen I-10 – Texas line to Sulphur - \$80 M
- Widen I-10 – I-210 West to Ryan Street - \$200 M
- Widen I-10 – US 171 to US 165 - \$50 M
- Projects in other LA regions that affect commerce in this region



## **Regional Benefits (Houma) – Scenarios 2 and 3**

### Scenario 2

- Replace Leeville Bridge – LA 1 South - \$125 M
- N-S Hurricane Evac Rte (2-lane) – US 90 to LA 3127 - \$150 M
- Projects in other LA regions that affect commerce in this region

### Scenario 3

- Construct I-49 – Lafayette to I-310 - \$865 M
- Widen LA 1 South – US 90 to Port Fourchon - \$545 M
- Projects in other LA regions that affect commerce in this region



## **Regional Benefits (Baton Rouge) – Scenarios 2 and 3**

### Scenario 2

- Widen I-10 – Bridge to 10/12 Split - \$250 M
- Widen I-10 – 10/12 Split to LA 22 (Sunshine Bridge) - \$185 M
- Widen I-12 – O’Neal Lane to Denham Springs - \$60 M
- Widen I-12 – Denham Springs to I-55 (Hammond) - \$150 M
- Widen Airline Hwy – Gonzales to Florida Blvd - \$60 M
- Widen US 61 – Thompson Creek to Baines - \$40 M
- Projects in other LA regions that affect commerce in this region

### Scenario 3

- Construct Baton Rouge Bypass – I-10 WBR Parish to I-12 Livingston Parish via US 190 Bridge - \$800 M
- Projects in other LA regions that affect commerce in this region



## **Regional Benefits (Monroe) – Scenarios 2 and 3**

- Widen I-20 – LA 546 to LA 594 - \$150 M
- New Bridge – Monroe Metro Area - \$50 M
- Bastrop Bypass – US 165 to US 425 - \$20 M
- Projects in other LA regions that affect commerce in this region



## **Regional Benefits (Shreveport) – Scenarios 2 and 3**

- Construct I-49 North – I-220 to Arkansas Line - \$363 M
- Widen I-20 – Texas Line to Shreveport and Red River Bridge - \$125 M
- Construct I-69 (Segment 15) – US 171 to I-20 - \$380 M
- Replace LA 511 Bridge – replace 2-lane w/ 4-lane - \$50 M
- Projects in other LA regions that affect commerce in this region

Scenario 3 - Enhanced State and Federal Funding - Priority "B" Megaprojects						
Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost (\$m)	Unfunded Project Cost (\$m)
LSTP - 002b	Lafayette/New Orleans	I-49 South	Lafayette to I-310	Upgrade to Freeway	\$865	\$865
LSTP - 003*	Shreveport	I-69	US 171 to I-20	New 4-Lane Freeway	\$380	\$380
LSTP - 004*	Lafourche Parish	LA 1 South	Port Fourchon to US 90	Widen 2 to 4 Lanes	\$545	\$545
LSTP - 006*	New Orleans	LA 3139 (Earhart)	Hickory, Orleans Parish Line	Add Ramps at Each Limit to Airline Hwy. (US 61)	\$125	\$125
LSTP - 012*	Monroe	New Bridge	Ouachita River in Monroe Metro area	New Bridge	\$50	\$50
LSTP - 013	Bastrop	US 165/US 425 Bypass	US 425 to US 165	Build 4 Lanes	\$20	\$20
LSTP - 024	Abbeville/Esther	US 167	Abbeville to Esther	Build/Upgrade 0/2 to 4/2 Lanes	\$25	\$25
LSTP - 038	Shreveport/Bossier City	LA 511 (Jimmie Davis Bridge)	70th St. to Barksdale Blvd.	Replace 2 lane Bridge with 4 lane Bridge	\$50	\$50
LSTP - 041**	New Orleans	Pontchartrain Causeway	US 190 to I-10	Widen 4 to 6 Lanes/Transit	\$425	\$425
LSTP - 044	St. Tammany Parish	US 190	Pontchartrain Causeway to US 11	Widen 2 to 4 Lanes	\$100	\$75
LSTP - 051	Baton Rouge	North Bypass	I-10 to I-12	Build/Upgrade to 4-Lane Interstate Standards	\$800	\$800
TOTAL COST					\$2,980	\$2,935
* Magnitude of original proposed Megaproject modified, or separated into two separate funding scenarios.						
** Cost of LSTP 041 not included in total cost. This project is assumed to be totally financed by Toll Authority funds.						
Revised 02-Dec-02						

For additional information, visit us at our website at: [www.lastateplan.org](http://www.lastateplan.org)



### What’s at stake?

The policies, programs, and projects in the Louisiana Statewide Transportation Plan are intended to:

- Support the wealth-building industries and employment that we already have;
- Strengthen our foundation for economic growth;
- Take advantage of opportunities in international trade;
- Enhance the quality of life for Louisiana citizens; and
- Send the message that our state is progressive.

DRAFT

## LOUISIANA STATEWIDE TRANSPORTATION PLAN



Overview & Summary  
January, 2003





In July 2000, the DOTD initiated an effort to update the state's long-range transportation plan. The planning process has its foundation in public involvement; this has been accomplished through an extensive outreach program that included an initial transportation conference, consultations with eight advisory councils, a website, and several newsletters. The planning process has been guided by the Louisiana Investment in Infrastructure for Economic Prosperity (LIIEP) Commission created through Act 437.

Now that a draft plan has been developed, the LIIEP Commission authorized the DOTD to initiate the public review and comment phase of the planning process beginning with a statewide conference in Baton Rouge on January 9 and 10, 2003. The conference will be followed by presentations of the plan in each region of Louisiana and distribution of the draft plan to every public library in the state. The plan will also be posted on the website.

The updated Louisiana Statewide Transportation Plan includes the policies, programs, and projects that are needed to strengthen the state's economy and improve the quality of life for Louisiana citizens. It addresses the movement of people and freight across all modes of transportation.

The plan includes four revenue scenarios over a 30-year period:

**Scenario 1A - Existing revenues, no inflation adjustments.**

- Most existing programs would slowly decrease in base year (i.e., year 2002) dollars since inflation is outpacing revenue growth.
- Other than the projects included in the TIMED program, increases investments in the capacity of the state highway system would be eliminated after the year 2010; all highway revenues would be focused on maintaining and operating the present system.

**Scenario 1B – Existing revenues, inflation adjustments in years 11 & 21.**

- Most programs would be maintained at their current level in base year dollars.
- Investments in capacity projects would be reduced by 20 percent after the year 2010 due to the maintenance needs of the current system.

## Scenario 2 – Enhanced state funding

- Increase in state transportation revenues of \$250 million annually in year 1 with inflation adjustments in years 11 and 21.
- Significant improvement in transportation facilities and services would be achieved.

### Scenario 3 – Enhanced state and federal funding

- Increase of \$250 million per year in state revenues and \$150 million annually in federal highway funds in year 1 with inflation adjustments in years 11 and 21.
- Additional improvements in highway facilities above Scenario 2 would be implemented

## **Scenario 2 - Enhanced State Funding**

- ✓ Increase pavement preservation (i.e., overlays, etc.) funding from \$160 to \$235 million/year
- ✓ Increase bridge preservation (i.e., rehabilitation or replacement) funding from \$100 to \$120 million/year
- ✓ Increase highway safety funding from \$45 to \$75 million/year (includes \$9 million/year for highway/railroad x-ings)
- ✓ Increase highway operations funding by \$9 million/year
- ✓ Increase ITS funding by \$7 million/year for 10 years
- ✓ Maintain program for small highway capacity projects at an average of \$90 million/year
- ✓ Establish a program for improving connections to ports, airports, etc. at \$20 million/year
- ✓ Construct Priority A “Mega” highway projects (see list) – \$2.83 billion
- ✓ Construct light rail line, New Orleans Airport to CBD, state share = \$175 million
- ✓ Establish statewide rural public transit program, state share = \$6 million/year
- ✓ Establish one-stop truck center in north Louisiana - \$20 million
- ✓ Establish short-line railroad program at \$5 million/year
- ✓ Establish a highway-railroad grade separation program at \$5 million/year
- ✓ Increase Port Priority Program funding from \$24.5 to \$40 million/year with a \$500 K annual takedown for marketing Louisiana ports
- ✓ Establish a marketing program to attract additional air service (passenger and cargo) to Louisiana airports at \$2 million/year
- ✓ Construct additional air carrier runway at New Orleans International Airport, state share = \$100 million
- ✓ Increase State Aviation Program from \$5 to \$15 million/year

### Scenario 3 - Enhanced State and Federal Funding

- ✓ Construct Priority B “Mega” highway projects (see list) - \$2.94 billion in addition to Scenario 2 programs and projects

Scenario 2 - Enhanced State and Federal Funding - Priority “A” Megaprojects						
Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost (\$m)	Unfunded Project Cost (\$m)
LSTP – 001	Shreveport	I-49 North	I-220 to AR Line	New 4-lane Freeway	\$363	\$363
LSTP – 002a	I-49 Lafayette	I-49 South	Lafayette Urban	Upgrade to Freeway	\$350	\$350
LSTP – 004*	Lafourche Parish	LA 1 South	Leeville	New 4-lane Bridge	\$125	\$115
LSTP – 005*	Houma	N-S Hurricane Route	US 90 to LA 3127	Build new 2 Lanes	\$150	\$150
LSTP – 011	Leesville/Alexandria	LA 28 West	US 171 to Alexandria	Widen 2 to 4 Lanes	\$80	\$40
LSTP – 020a	Shreveport	I-20	TX Line to Shreveport/Red River Bridge	Widen 4 to 6 Lanes	\$125	\$125
LSTP – 020b	Monroe	I-20	LA 546 to LA 594	Widen 4 to 6 Lanes	\$150	\$150
LSTP – 020c	Sulphur/Lake Charles	I-10	TX Line to Sulphur	Widen 4 to 6 Lanes	\$80	\$80
LSTP – 020d	Lake Charles	I-10	I-210W to Ryan St.	Widen 4 to 6 Lanes	\$200	\$200
LSTP – 020e	Lake Charles/Iowa	I-10	I-210E to US 165	Widen 4 to 6 Lanes	\$50	\$50
LSTP – 020f	Lafayette	I-10	LA 93 to Louisiana Ave.	Widen 4 to 6 Lanes	\$60	\$60
LSTP – 020g	Baton Rouge	I-10	I-110 to I-12	Widen 6 to 8 Lanes	\$250	\$250
LSTP – 020h	Baton Rouge	I-10	I-12 to LA 22 (includes new interchange between LA 42 and LA 73)	Widen 4 to 6 Lanes	\$185	\$145
LSTP – 020i	Baton Rouge	I-12	O’Neal to Denham Springs	Widen 4 to 6 Lanes	\$60	\$60
LSTP – 020j	New Orleans	I-10	Williams Blvd. to Causeway Blvd.	Widen 6 to 8 Lanes	\$85	\$0
LSTP – 020k	New Orleans	I-10	Bullard Ave. to Elysian Fields Ave.	Widen; implement ITS	\$185	\$185
LSTP – 20l	Hammond	I-12	LA 16 to I-55	Widen 4 to 6 Lanes	\$150	\$150
LSTP – 20m	Slidell	I-12	LA 21 to I-10/I-59	Widen 4 to 6 Lanes	\$150	\$150
LSTP – 02n	New Orleans	LA 23	Belle Chase Tunnel	Build 4-Lane Bridge	\$50	\$50
LSTP – 031	St. Francisville	US 61	Thompson Creek to Baines	Widen 2 to 4 Lanes	\$40	\$20
LSTP – 034	Baton Rouge	US 61(Airline)	Gonzales to US 190	Widen 4 to 6 Lanes	\$60	\$40
LSTP - 047	New Orleans	I-10 Twin Span	US 11 to North Shore – Lake	Widen 4 to 6 Lanes	\$100	\$100
TOTAL COST					\$3,048	\$2,833
* Magnitude of original proposed Megaproject modified, or separated into two separate funding scenarios.						
Revised 02-Dec-02						

**Section 3**  
Meeting Advertisements

**PUBLIC MEETING  
ON THE  
DRAFT LOUISIANA STATEWIDE TRANSPORTATION PLAN**

The Louisiana Department of Transportation and Development (DOTD) will hold a Public Meeting on the Draft Louisiana Statewide Transportation Plan. The purpose of this meeting is to provide information about the plan and to obtain input from interested parties. The Public Meeting has been scheduled for the date, time and location stated below.

**1:00 P.M. – 5:00 P.M.  
Tuesday, February 11, 2003  
Town Hall Auditorium  
Building C  
Clifton Chenier Center  
220 West Willow Street  
Lafayette, Louisiana 70501**

Following the presentation, representatives of DOTD will be available to receive comments and answer questions related to the plan. The public is invited and encouraged to attend.

Copies of the Draft Louisiana Statewide Transportation Plan are available for review at the DOTD District 03 Administrator's office, 428 Hugh Wallis Road, Lafayette, LA, 70508, at the main and branch parish libraries, and on our website at [www.lastateplan.org](http://www.lastateplan.org). Comments on the plan may be sent for consideration to the address below. All comments must be received by Friday, March 21, 2003.

If you require special assistance due to a disability in order to participate at this Public Meeting, please contact DOTD by mail at the address below or by telephone at (225) 248-4190 at least five working days prior to the Public Meeting date.

**Environmental Engineer Administrator  
Louisiana Department of Transportation and  
Development  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245**

**PUBLIC MEETING  
ON THE  
DRAFT LOUISIANA STATEWIDE TRANSPORTATION PLAN**

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**1:00 P.M. – 5:00 P.M.  
Wednesday, February 12, 2003  
Pineville City Hall  
Council Meeting Room  
910 Main Street  
Pineville, Louisiana 71361**

Following the presentation, representatives of DOTD will be available to receive comments and answer questions related to the plan. The public is invited and encouraged to attend.

Copies of the Draft Louisiana Statewide Transportation Plan are available for review at the DOTD District 08 Administrator's office, 3300 MacArthur Drive, Alexandria, La, 71301, at the main and branch parish libraries, and on our website at [www.lastateplan.org](http://www.lastateplan.org). Comments on the plan may be sent for consideration to the address below. All comments must be received by Friday, March 21, 2003.

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**Environmental Engineer Administrator  
Louisiana Department of Transportation and  
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P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245**

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**1:00 P.M. – 5:00 P.M.  
Wednesday, February 12, 2003  
Pineville City Hall  
Council Meeting Room  
910 Main Street  
Pineville, Louisiana 71361**

**1:00 P.M. – 5:00 P.M.  
Wednesday, February 26, 2003  
Monroe City Hall  
City Council Chambers  
400 Lea Joyner  
Monroe, LA 71210**

Following the presentation, representatives of DOTD will be available to receive comments and answer questions related to the plan. The public is invited and encouraged to attend.

Copies of the Draft Louisiana Statewide Transportation Plan are available for review at the DOTD District 58 Administrator's office, 6127 Hwy 15, Chase, LA, 71324, at the main and branch parish libraries, and on our website at [www.lastateplan.org](http://www.lastateplan.org). Comments on the plan may be sent for consideration to the address below. All comments must be received by Friday, March 21, 2003.

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**Environmental Engineer Administrator  
Louisiana Department of Transportation and  
Development  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245**

**PUBLIC MEETING  
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DRAFT LOUISIANA STATEWIDE TRANSPORTATION PLAN**

The Louisiana Department of Transportation and Development (DOTD) will hold Public Meetings on the Draft Louisiana Statewide Transportation Plan. The purpose of these meetings is to provide information about the plan and to obtain input from interested parties. The Public Meetings have been scheduled for the dates, times and locations stated below.

**1:00 P.M. – 5:00 P.M.**

**Thursday, February 13, 2003**

**St. Tammany Council Chambers  
21490 Koop Drive**

**Mandeville, Louisiana 70471**

**9:30 A.M. – 1:30 P.M.**

**Tuesday, February 25, 2003**

**Bluebonnet Library, Meeting Room 2  
9200 Bluebonnet Boulevard**

**Baton Rouge, Louisiana 70810**

Following the presentation, representatives of DOTD will be available to receive comments and answer questions related to the plan. The public is invited and encouraged to attend.

Copies of the Draft Louisiana Statewide Transportation Plan are available for review at the DOTD District 61 Administrator's office, 8100 Airline Highway, Baton Rouge, LA, 70815, at the DOTD District 62 Administrator's office, 685 N. Morrison Blvd., Hammond, LA, 70401, at the main and branch parish libraries, and on our website at [www.lastateplan.org](http://www.lastateplan.org). Comments on the plan may be sent for consideration to the address below. All comments must be received by Friday, March 21, 2003.

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**Environmental Engineer Administrator  
Louisiana Department of Transportation and  
Development  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245**

**PUBLIC MEETING  
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DRAFT LOUISIANA STATEWIDE TRANSPORTATION PLAN**

The Louisiana Department of Transportation and Development (DOTD) will hold Public Meetings on the Draft Louisiana Statewide Transportation Plan. The purpose of these meetings is to provide information about the plan and to obtain input from interested parties. The Public Meetings have been scheduled for the dates, times and locations stated below.

**1:00 P.M. – 5:00 P.M.**

**Tuesday, February 18, 2003**

**East Bank Jefferson Parish Library  
Meeting Room A**

**4747 West Napoleon Avenue**

**Metairie, Louisiana 70001**

**1:00 P.M. – 5:00 P.M.**

**Thursday, February 20, 2003**

**DOTD Maintenance Unit Office  
5056 West Main Street**

**Houma, Louisiana 70360**

Following the presentation, representatives of DOTD will be available to receive comments and answer questions related to the plan. The public is invited and encouraged to attend.

Copies of the Draft Louisiana Statewide Transportation Plan are available for review at the DOTD District 02 Administrator's office, 1440 US Hwy 90, Bridge City, LA, 70094, at the District Maintenance Unit office at 5058 West Main Street, Houma, LA, at the main and branch parish libraries, and on our website at [www.lastateplan.org](http://www.lastateplan.org). Comments on the plan may be sent for consideration to the address below. All comments must be received by Friday, March 21, 2003.

If you require special assistance due to a disability in order to participate at these Public Meetings, please contact DOTD by mail at the address below or by telephone at (225) 248-4190 at least five working days prior to the Public Meeting date.

**Environmental Engineer Administrator  
Louisiana Department of Transportation and  
Development  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245**

**PUBLIC MEETING  
ON THE  
DRAFT LOUISIANA STATEWIDE TRANSPORTATION PLAN**

The Louisiana Department of Transportation and Development (DOTD) will hold a Public Meeting on the Draft Louisiana Statewide Transportation Plan. The purpose of this meeting is to provide information about the plan and to obtain input from interested parties. The Public Meeting has been scheduled for the date, time and location stated below.

**1:00 P.M. – 5:00 P.M.  
Wednesday, February 19, 2003  
Lake Charles Civic Center  
Jean Lafitte Room  
900 Lakeshore Drive  
Lake Charles, Louisiana 70602**

Following the presentation, representatives of DOTD will be available to receive comments and answer questions related to the plan. The public is invited and encouraged to attend.

Copies of the Draft Louisiana Statewide Transportation Plan are available for review at the DOTD District 07 Administrator's office, 5827 Hwy 90 East, Lake Charles, LA, 70615, at the main and branch parish libraries, and on our website at [www.lastateplan.org](http://www.lastateplan.org). Comments on the plan may be sent for consideration to the address below. All comments must be received by Friday, March 21, 2003.

If you require special assistance due to a disability in order to participate at this Public Meeting, please contact DOTD by mail at the address below or by telephone at (225) 248-4190 at least five working days prior to the Public Meeting date.

**Environmental Engineer Administrator  
Louisiana Department of Transportation and  
Development  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245**



**PUBLIC MEETING  
ON THE  
DRAFT LOUISIANA STATEWIDE TRANSPORTATION PLAN**

The Louisiana Department of Transportation and Development (DOTD) will hold a Public Meeting on the Draft Louisiana Statewide Transportation Plan. The purpose of this meeting is to provide information about the plan and to obtain input from interested parties. The Public Meeting has been scheduled for the dates, times and locations stated below.

**9:30 A.M. – 1:30 P.M.  
Tuesday, February 25, 2003  
Bluebonnet Library, Meeting Room 2  
9200 Bluebonnet Boulevard  
Baton Rouge, LA 70810**

Following the presentation, representatives of DOTD will be available to receive comments and answer questions related to the plan. The public is invited and encouraged to attend.

Copies of the Draft Louisiana Statewide Transportation Plan are available for review at the DOTD District 61 Administrator's office, 8100 Airline Highway, Baton Rouge, LA, 70815, at the main and branch parish libraries, and on our website at [www.lastateplan.org](http://www.lastateplan.org). Comments on the plan may be sent for consideration to the address below. All comments must be received by Friday, March 21, 2003.

If you require special assistance due to a disability in order to participate at this Public Meeting, please contact DOTD by mail at the address below or by telephone at (225) 248-4190 at least five working days prior to the Public Meeting date.

**Environmental Engineer Administrator  
Louisiana Department of Transportation and  
Development  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245**

**PUBLIC MEETING  
ON THE  
DRAFT LOUISIANA STATEWIDE TRANSPORTATION PLAN**

The Louisiana Department of Transportation and Development (DOTD) will hold a Public Meeting on the Draft Louisiana Statewide Transportation Plan. The purpose of this meeting is to provide information about the plan and to obtain input from interested parties. The Public Meeting has been scheduled for the date, time and location stated below.

**1:00 P.M. – 5:00 P.M.  
Wednesday, February 26, 2003  
Monroe City Hall  
City Council Chambers  
400 Lea Joyner  
Monroe, Louisiana 71210**

Following the presentation, representatives of DOTD will be available to receive comments and answer questions related to the plan. The public is invited and encouraged to attend.

Copies of the Draft Louisiana Statewide Transportation Plan are available for review at the DOTD District 05 Administrator's office, 8101 Desiard Drive, Monroe, LA, 71203, at the main and branch parish libraries, and on our website at [www.lastateplan.org](http://www.lastateplan.org). Comments on the plan may be sent for consideration to the address below. All comments must be received by Friday, March 21, 2003.

If you require special assistance due to a disability in order to participate at this Public Meeting, please contact DOTD by mail at the address below or by telephone at (225) 248-4190 at least five working days prior to the Public Meeting date.

**Environmental Engineer Administrator  
Louisiana Department of Transportation and  
Development  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245**

**PUBLIC MEETING  
ON THE  
DRAFT LOUISIANA STATEWIDE TRANSPORTATION PLAN**

The Louisiana Department of Transportation and Development (DOTD) will hold a Public Meeting on the Draft Louisiana Statewide Transportation Plan. The purpose of this meeting is to provide information about the plan and to obtain input from interested parties. The Public Meeting has been scheduled for the date, time and location stated below.

**1:00 P.M. – 5:00 P.M.  
Thursday, February 27, 2003  
Shreveport Fire Fighter's Museum  
601 Spring Street  
Shreveport, Louisiana 71101**

Following the presentation, representatives of DOTD will be available to receive comments and answer questions related to the plan. The public is invited and encouraged to attend.

Copies of the Draft Louisiana Statewide Transportation Plan are available for review at the DOTD District 04 Administrator's office, 3339 Industrial Drive, Bossier City, LA, 71112, at the main and branch parish libraries, and on our website at [www.lastateplan.org](http://www.lastateplan.org). Comments on the plan may be sent for consideration to the address below. All comments must be received by Friday, March 21, 2003.

If you require special assistance due to a disability in order to participate at this Public Meeting, please contact DOTD by mail at the address below or by telephone at (225) 248-4190 at least five working days prior to the Public Meeting date.

**Environmental Engineer Administrator  
Louisiana Department of Transportation and  
Development  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245**

**Section 4**  
Meeting Attendees

**List of meeting attendees available through the  
Louisiana Department of Transportation and Development**

<p><b>Section 5</b> Written Comments</p>
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**Written comments available through the  
Louisiana Department of Transportation and Development**